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MODEL RAILWAY

Magazine

APRIL, 1983.

ISSUE 119. Vol.11. No.2

**IN THIS ISSUE:
IN COLOUR**

**Celebrating 20 Years
in Print**

**Painting and Lining
the
Streamlined C38 Class**

**Advertising on
'U' Vans**

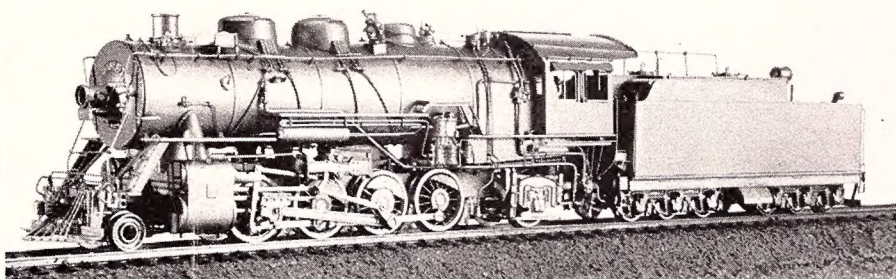
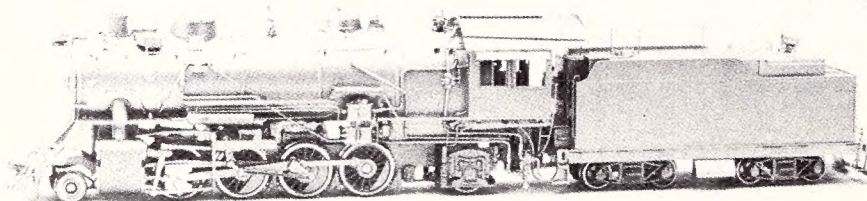
Diesel Liveries

**Building AB90
— a Dining Car**



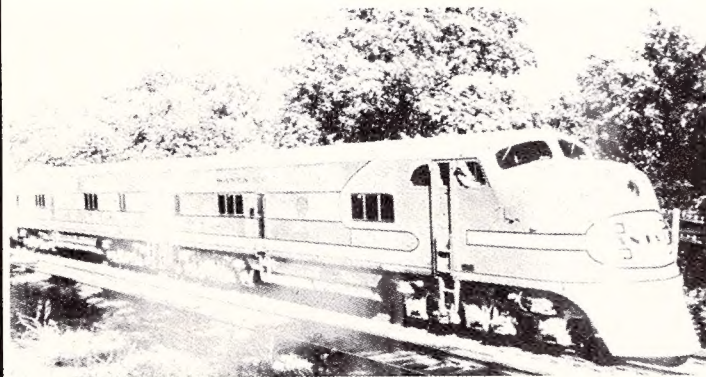
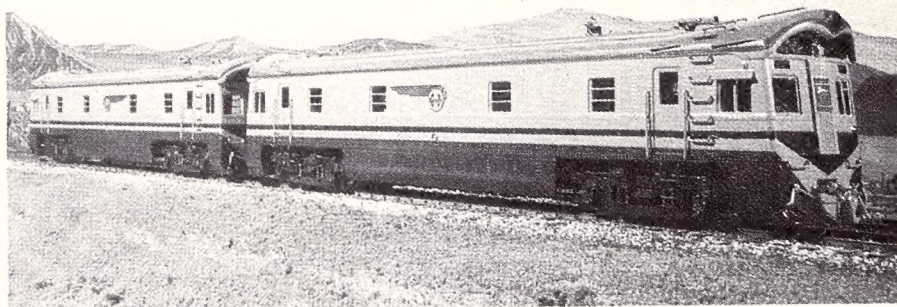
NEW DELIVERIES - NOW AVAILABLE FROM STOCK

Santa Fe's "little Mikes", the 3100 Class, are now ready for service! Built in 1913, these Mikados performed all sorts of chores for the Railroad and lasted until the end of steam in 1954. Outshopped for Hallmark Models in Korea, these HO Locomotives are distinguished by Walscheart valve gear, 57" driver and 8,500 gal. oil Tenders. PRICE: \$362.00.



Companion power to the 3100 Class on the Santa Fe, these 3129 2-8-2's were built in 1916 and are offered as modernised with new headlight and second sand dome. Also with Santa Fe's standard 12-wheel, 12,000 gal. Tender. Modelled in HO scale by Hallmark Models and produced in Korea. PRICE: \$362.00.

Now comes the famous Santa Fe Diesel No. 1! Considered one Locomotive by the Road, the two Units were individually identified as 1A and 1B. The Model represents No., 1 as it appeared in 1935 and early 1936, before commencing regular runs with the 'Super Chief'. 1A Powered, 1B Dummy. Outshopped by Kumata, of Japan, in HO scale. Finished and painted. PRICE: \$572.00.



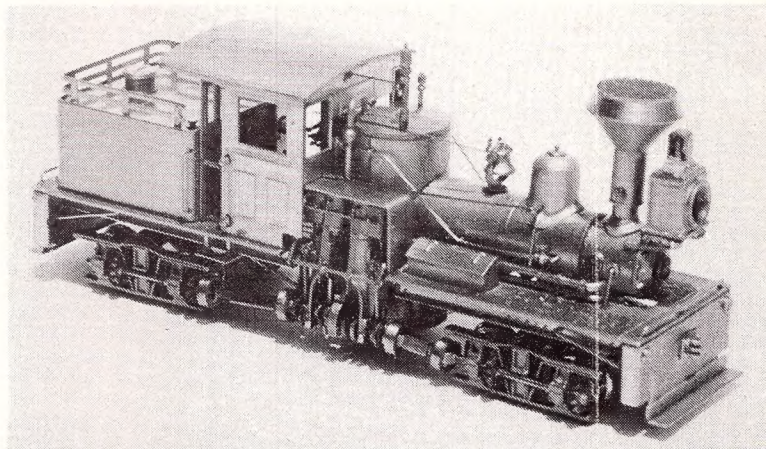
Most famous of the streamlined early diesel locomotives were the bright red war bonneted EMD E1 A & B Units of the Santa Fe, that powered the Super Chief, San Diegan, Golden Gate and other streamliners. Superb Japanese craftsmanship by KMT, in HO scale. Unpainted. A Powered, B Dummy. PRICE: \$355.00.

SOLE AGENT & IMPORTER
THE MODEL DOCKYARD PTY. LTD.
216-218 SWANSTON STREET, MELBOURNE. 3000. PHONES: 663 3505 & 663 4792

NEW DELIVERIES - NOW AVAILABLE FROM STOCK



Last December we first offered 'UNITED'S' fine, new Benson Logging Co. No. 528 T-Boiler Shay Locomotive, featuring full cab detail. It was a quick sell out. Now comes a short re-run. Both HO and HOn3 versions. PRICE: \$462.00, either gauge.



STOP PRESS: Slated by 'United' for future productions.
HO Elk River Lumber Co. 2-truck climax.
HO Hillcrest 25 ton Shay.
HOn3 Cowishan Shay.

Other News from the 'DOCKYARD'

In addition to the HO brass models listed above, the big, modern 3500 H.P. 4-axle EMD GP50 (Santa Fe version) Diesel Locomotives, by Hallmark Models, are now in stock @ \$287.00 ea. Also Burlington's ED-3-B Series Gas-electric Car, from Oriental Models @ \$287.00 ea. . . . For HOn3 gaugers requiring 'top-of-the-line' motive power, Fujiyama, of Japan, are scheduled to deliver a limited quantity of D. & R.G.W. 'K-37' 2-8-2 Locomotive, by the time these notes appear in print. Brass PFM HOn3 Rio Grande Passenger Coaches will also be available . . . More Zona Saws, spare blades etc. are due by February end. Also Mini Mitre Boxes, 75mm Engineers' Square and other tools. For details, remit for Model Engineers' Price List @ \$1.50 per copy, including postage. . . . The fame of Woodland Scenics' tree kit (including 5 1/2-6 1/2" hardwoods) is already well known. Further stocks are due to land in late January, along with dead trees, turfs, foliage packs, mine coal, lump coal and ballast packs, in various shades. Send SSAE for covering Price List . . . Full stocks of Modeltronics' Micro Sound Systems are scheduled to arrive in late February. Kits include the No 1000 Micro Sound 1, for H Scale up; No 2000 Micro Sound 11, for HO Scale and up; No 5000 Turbine for HO Scale and up and No 6200 Diesel Sound for HO Scale and up. Full range of accessories, including Compound and Single Phase Air Pump Sound Units. SSAE for covering Price List . . . For HOn3 gaugers, a bean feast of rolling stock kits are due in February. Stocks comprise every kit by Tomalco, The Rail Line Co, La Belle and Clear Creek Models. For List, send SSAE . . . For N gaugers, large stocks of Con-Cor Freight Cars and PA Diesels are due by early March. Also coming are more

Sekisui J.N.R. Mikados, Moguls, Hudsons and Electric Locomotive of various types, together with more freight and passenger stock . . . Due in February are stocks of HOn3 C. & S. No. 60 2-8-0 Locomotive by Key Models . . . The finest wood car kits produced came from La Belle and due February/March is the entire HO, HOn3 and O gauge range of La Belle Kits - over 60 different Car Kits. For covering Price List, send SSAE . . . More Code 70 nickel silver Rail is now available @ \$1.10 per metre . . . From Mantua, first stocks of the HO 2-6-6-2 Logging Tank Locomotive Kit are due by early March. Also stocks of the HO No. 525 2-6-6-2 Logging Loco & Tender Kit . . . From Tenshodo, the February/March deliveries include Switch Machine, 36" Car Wheels, Rerailer, 13:1 and 20:1 Worm Gear Sets and more 'SPUD' Under-floor Motor Bogies of all types . . . For HOn3 gaugers, stocks of the HOn3 Rio Grande Southern No 6 Work "Goose" will be available by February end . . . Loggers working in 30" gauge have long wanted a Shay locomotive suitable for HOn2 1/2 gauge track. Now comes the Michigan-California Logging Co. 2-Trucker, to fill the bill! Capable of negotiating curves down to 150mm radius, stocks are due by early March . . . N gaugers have not been overlooked by the all-conquering Shay geared Locomotive! By the time this issue goes to press we are scheduled to receive stocks of N scale 3-Truck Shays. Pacific Coast type, with simplified detail . . . A favourite for branchline and logging service, the Mack Model 'AC' Rail Motor Car will be available for HO gaugers by early March. This will be a fine model with under-floor motor, painted finish and full interior detail.

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THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON STREET, MELBOURNE. 3000. PHONES: 663 3505 & 663 4792.



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Priced at 25c a copy, plus postage.

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No. 80 — September/October, 1976
Priced at 60c a copy, plus postage.

No. 83 — March/April, 1977
No. 86 — September/October, 1977
No. 87 — November/December, 1977
The above issues are priced at 70c a copy, plus postage.

No. 88 — January/February, 1978
No. 89 — March/April, 1978
No. 91 — July/August, 1978
No. 92 — September/October, 1978
No. 93 — November/December, 1978
No. 94 — January/February, 1979
No. 95 — March/April, 1979
No. 96 — May/June, 1979
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No. 102 — May/June, 1980
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No. 104 — September/October, 1980
No. 105 — November/December, 1980
No. 106 — January/February, 1981
No. 107 — March/April, 1981
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No. 109 — July/August, 1981
No. 110 — September/October, 1981
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No. 113 — April, 1982
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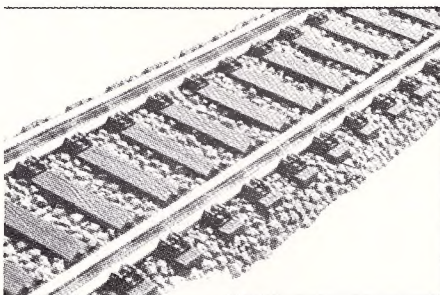
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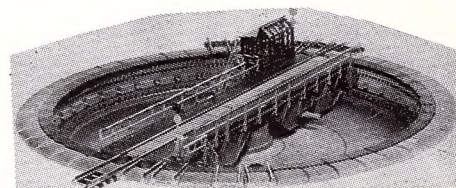
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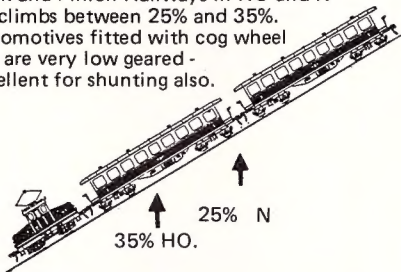
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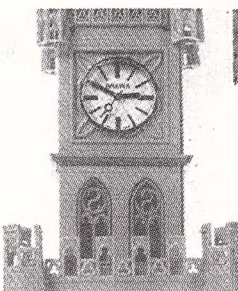
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" Swiss N gauge brochure40

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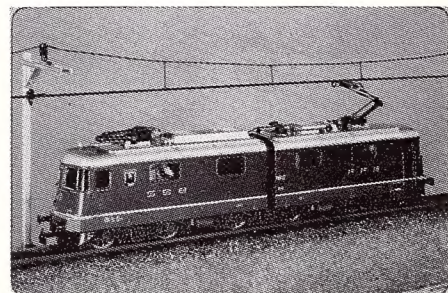
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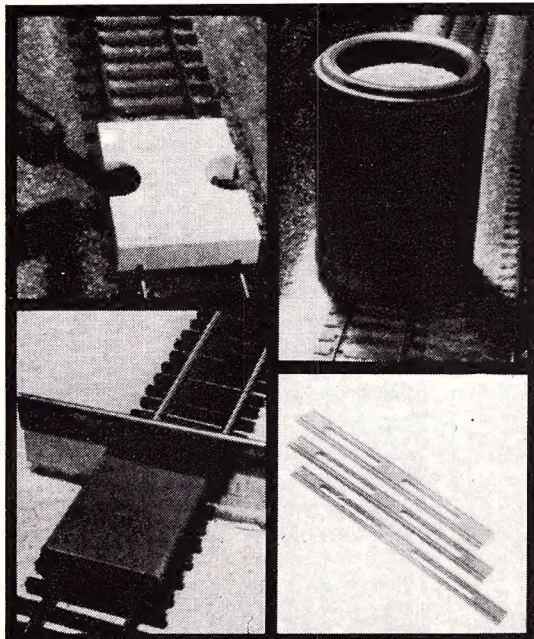
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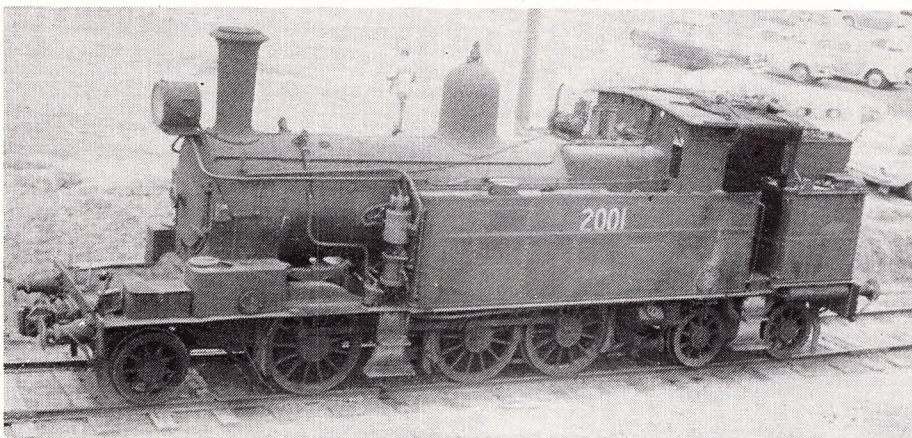
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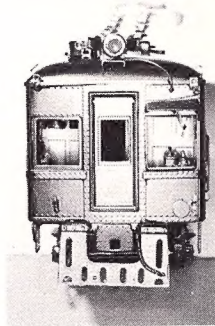
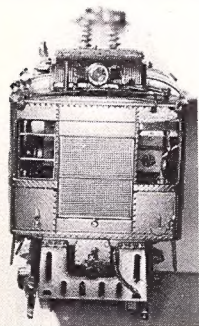
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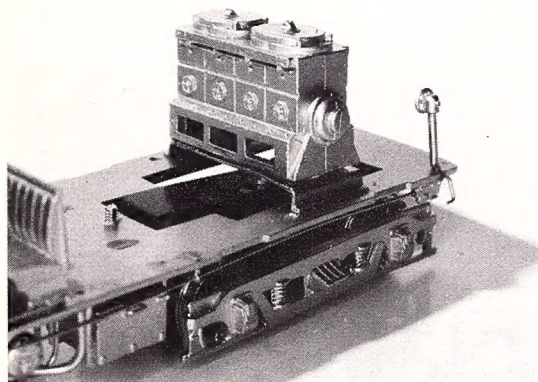
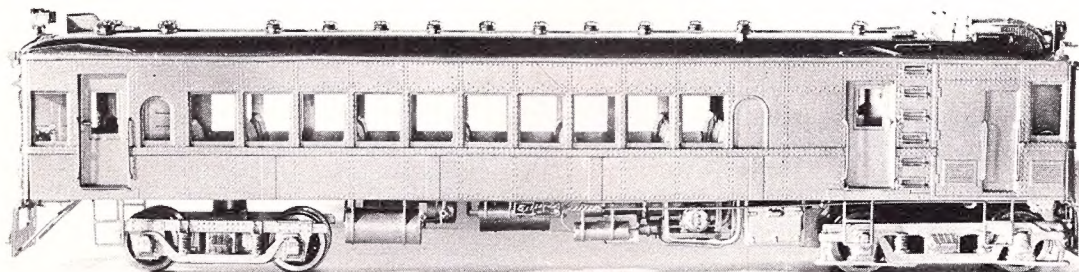
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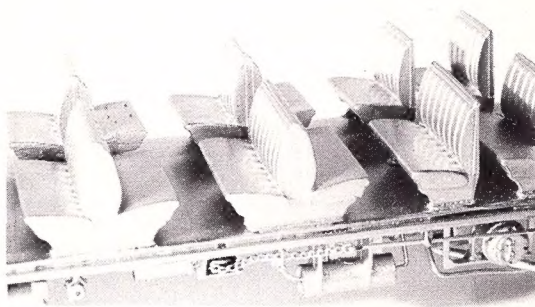
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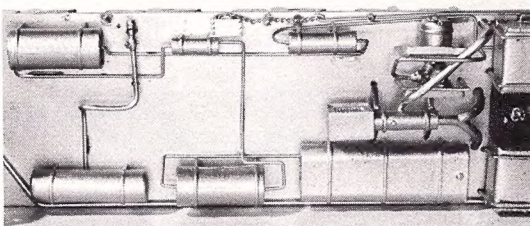
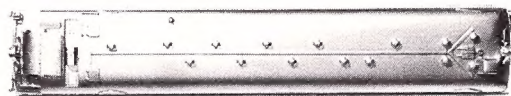
\$275



The DERM was due for release on the 7/3/83.

There might still be some models available when this magazine appears - but don't delay.

If you have purchased a DERM you might consider a 'C' Van as the perfect running mate. Price will be advised later. Like the 'Z' Van, the 'C' Van will be painted and BGB decals will be included.



AFTER THE DERM

We intend to produce these models during the next 12 months:-

V.R. 'C' Van (approx. mid '83).
The 'giant' VR 'C' Class Diesel.
V.R. 'ZLP' Van (early '84).
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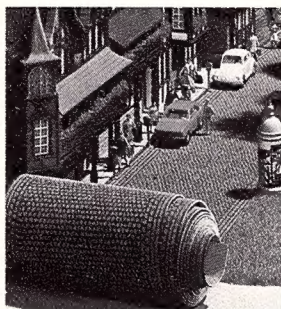
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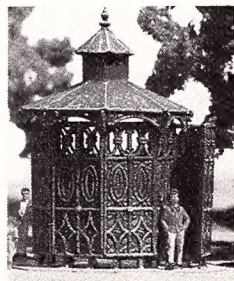


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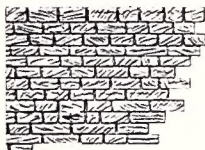
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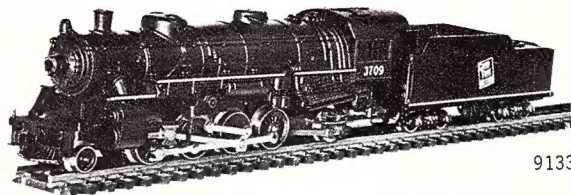
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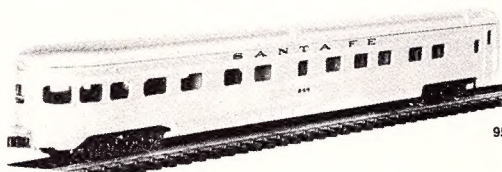
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DIARY

EXHIBITIONS

MT. GAMBIER — South Australia. April 23, 24 1983 at St.Paul's Church Hall, Penola Rd., Mt Gambier. Open 10am-8pm. Enquiries (087) 25 9952 a.h. Organised by Blue Lake Model Railway Club.

ST. GEORGE — N.S.W. April 30, May 1 1983 at the Peakhurst High School. Open Sat 9am-6pm, Sun 9am-4pm. All proceeds to Foundation 41.

BRISBANE — Queensland. April 30, May 1, 2 1983 at Horticulture Building, R.N.A. Grounds, Bowen Hills. Open Sat 9am-9pm, Sun 10am-6pm, Mon 9am-6pm. Admission \$2/50c. Organised by the Queensland Branch of the Australian Model Railway Association.

BLACKTOWN — N.S.W. June 11, 12, 13 1983 at St.Patrick's Hall, Patrick St., Blacktown. Open Sat 9am-6pm, Sun 10am-6pm, Mon 10am-5pm. Organised by Prospect Model Railway Club.

BUNBURY — Western Australia. September 4, 5 1983 at the Bunbury Police and Citizens Youth Club. Further details from Secretary PO Box 121, Bunbury 6230. Organised by the City of Bunbury Lions Club.

ADELAIDE — South Australia. October 8, 9, 10 1983 at the Regency Park Community College. Interested exhibitors should contact T.Searle on (08) 212 7099 or (08) 332 6422 a.h.

CONVENTION

MELBOURNE — Victoria. June 11, 12, 13 1983 at Diplomat Motor Inn, St. Kilda. Details from the Secretary, Port Phillip Convention, 6 Kiers Court, Rosanna East. 3084.

CLUBS

NSW School Railway Clubs Association has a new postal address:- P.O. Box 85, Sutherland, N.S.W. 2232.

NEWCASTLE — N.S.W. Newcastle 'N' Gauge Model Railway Club is seeking new members. Details from P.O. Box 317 Cardiff. 2285.

KEMPSEY — N.S.W. and nearby railway enthusiasts and modellers. Are you interested in forming a group or club? Please contact Ian Barnes, 79 North Street, Kempsey. Ph (065) 627592.

AMRM

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APRIL 1983
Issue 119, Vol.11. No.2
AT ISSN 0045-009X

The official Journal of the Southern Cross Model Railway Association (SCMRA) in Australia.

Published bi-monthly by SCR Publications of PO Box 235, Matraville, N.S.W. 2036 for the Southern Cross Model Railway Association. All rights reserved and all editorial matter copyright.

Registered for posting as a publication — Category B. Printed by Publicity Press NSW, 66 O'Riordan Street, Alexandria, N.S.W. 2015. All compilation, editorial and distribution work is carried out by voluntary labour on a non profit basis.

DISTRIBUTION: Subscriptions, SCMRA and SMRS members, hobbyshops and Associations by SCR Publications; newsagencies and bookstalls by Gordon & Gotch Australia Ltd.

ADVERTISING: Details available from SCR Publications, PO Box 235, Matraville, NSW 2036. Phone (02) 661 4046 (evenings to 9pm only).

CONTRIBUTIONS in the form of articles, photographs, hints, letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Please pack photographs and diagrams between stout cardboard before posting. Indicate whether photographs are to be returned and if trimming is forbidden.

SUBSCRIPTIONS: Rate (by mail): \$13.75 per year (6 issues); Overseas \$16.50 per year (surface mail). Subscriptions are limited to One year duration. All monies payable to SCR Publications at Matraville, NSW. Subscription starts with the first issue available one month after receipt of order. Receipt of subscription is not acknowledged unless requested and accompanied with a SSAE.

ADVERTISING DEADLINES: For all copy is as follows:-

June 1983 issue 6.4.83
August 1983 issue 1.6.83
October 1983 issue 1.8.83
December 1983 issue 12.10.83
February 1984 issue 9.12.83

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The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

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Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

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114 Melrose Street,
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Ph. (03) 329 0195

MEETINGS

New South Wales:

April 9 — Auction at Narraweena.
May 14 — Meeting at Rydalmere.
June 18 — Meeting at AMRM clubrooms
Rockdale.

Queensland:

April 9 — Working Bee at Ferny Hills.
April 30/May 2 — AMRA Exhibition.
June 11 — Film & slide show at Keperra.

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Australian Model Railway Magazine

COMMENT

THANK YOU

To date 1983 has been a good year for model railways in Australia. For us here at AMRM, with this issue we celebrate 20 years in print. Considering that the bulk of the work is accomplished by volunteers, not a bad effort. Also, in January, Norm Read was awarded the British Empire Medal for his youth work through model railways. A first for model railways in Australia.

As a modeller who has benefitted greatly by reading AMRM, and after which I learned to build locomotives and wagons of Australian outline, I have little hesitation in expressing my thanks and gratitude to Dr Tim Moss, who headed a small team in 1963 to put AMRM in print; to Terry Carpenter and Peter Woolley who continued the task when Tim stepped down; to Russ Merriman and John Bevan who took over the reins for a period, and Ray Wurlod who stood alone for a period.

These modellers fitted into their schedule of study and work the time to put together the magazine we now still enjoy. For most of them the times were hard and money short, but they plugged. For the time and effort you all put in — thank you.

Since taking over the position of Managing Editor in 1973/74 I have been aided by numerous modellers, all of who had the same aim of continuing and improving the standard of AMRM. There are in this field far too many to name individually but readers can gain some idea of them from the list of AMRM contributors on pages 10 and 11 of each issue.

There is, however, a very small group of workers whose continual efforts ensure that AMRM is produced on time and that in most instances everyone receives satisfaction. These individuals without doubt spend more time working for AMRM than on their own individual hobby and they deserve a special THANK YOU. Specifically they are Allan Brown, Ian Thorpe, Graham Ball, both John Casey's, Ted and Beverly Cole and my wife Jan. There is little doubt that without their specific help AMRM would not appear as regular as it now does.

Upon taking over the reins of AMRM quite a few objectives were set and, with the help and assistance of many, accomplished in the time allotted, to the benefit of readers. We strive to continually improve the standard of AMRM, and it will only be possible with the help and assistance of our regular contributors, and of course our readers.

There is no doubt that everyone was please to hear that Norm Read had received the B.E.M. Norm is one of the often unseen workers within societies who keep the wheels in motion without achieving any acknowledgement. On behalf of all AMRM readers may we congratulate Norm upon receiving his award and in the same breath thank all the other unseen workers of clubs and associations for their continuing contribution to our hobby.

Bob Gallagher

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NORM READ B.E.M.

NORM READ — An Unforgettable Character

NORM READ — An Anecdote

AUNTY MAISIE'S

PAINTING AND LINING THE STREAMLINE C38

ADDENDUM — N.S.W.R. 50 ft Steel Turntable

THE LIMA TWELVE WHEELERS

KITBASH A DINING CAR

ADDENDUM — T.G.R. 'CE' Wagon

VICRAIL 4 WHEEL WAGONS IN 'N' SCALE

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IDEAS ABOUT POWER SUPPLIES

KITBASHING DECALS

PROTOTYPE PLAN

N.S.W.P.T.C. 'AB90' DINING CAR

MAILBAG

MAILBAG — Happy Birthday AMRM

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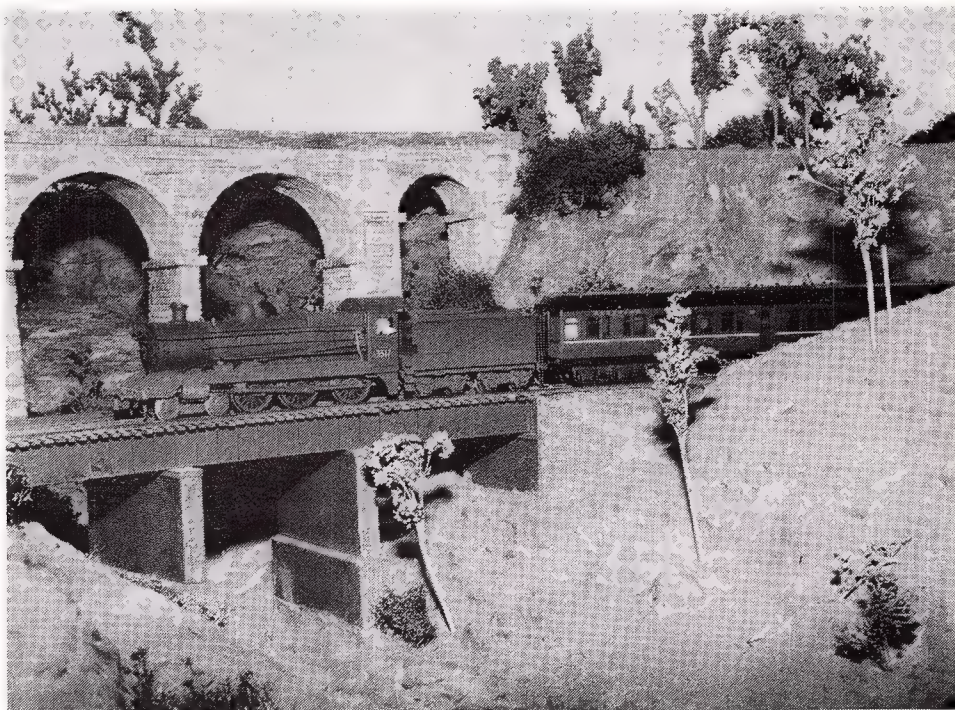
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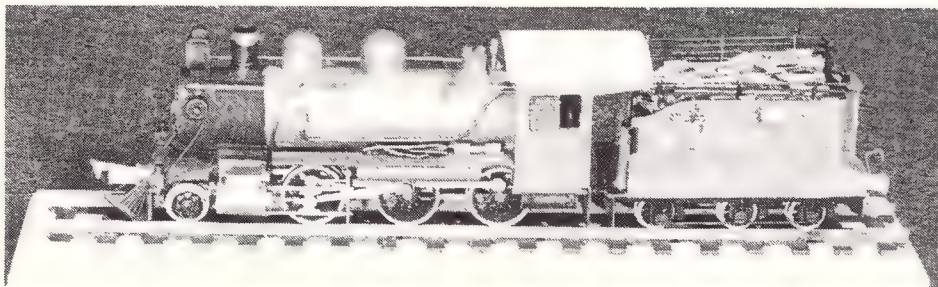
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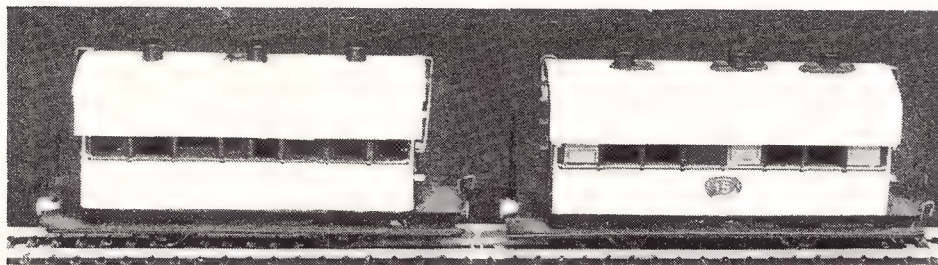
3801 at the head of the UP Southern Highland Express at Upper Picton illustrates the new green livery and linework applied only to 3801 in 1963. More details of the streamlined C38s can be found on page 20 of this issue. Graham Ball photograph.

3717 at the head of a passenger train on Howard Armstrong's HO scale layout. 3517 was built from an FSM kit by John Glastonbury. Photograph by Alan Templeman.



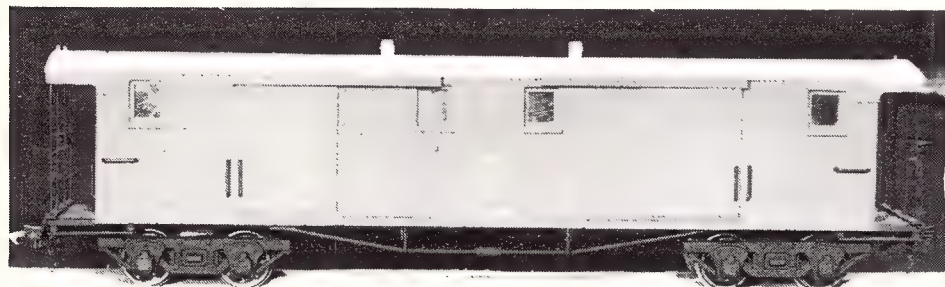
This issue of PAGE TWELVE features some models that were on display at the Palmerston North (New Zealand) 1982 Model Railway Convention.

The two photos on the left feature 5mm:1ft models of the metre gauge Ugandan Railways. Jim Small built the models which include a loco which is a model of the U.R. 'B' Class built by Baldwin Locomotive Works between 1899 and 1901. The coaches are a first class car and an officer's inspection car.

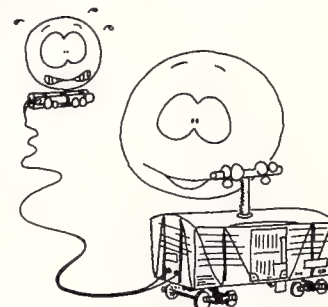


The remaining models were built and displayed by Wayne Haste of Ormondville. Wayne works in Sn3½ scale (3/16":1ft) and uses card stock as a building material and, naturally, is interested in New Zealand Railways, particularly the old private 'Wellington and Manawatu Railway' company which was responsible for building and running the railway line between Wellington and Palmerston North. This section of line is now part of the 'Main Trunk' which is the name given to the busy line between Wellington and Auckland.

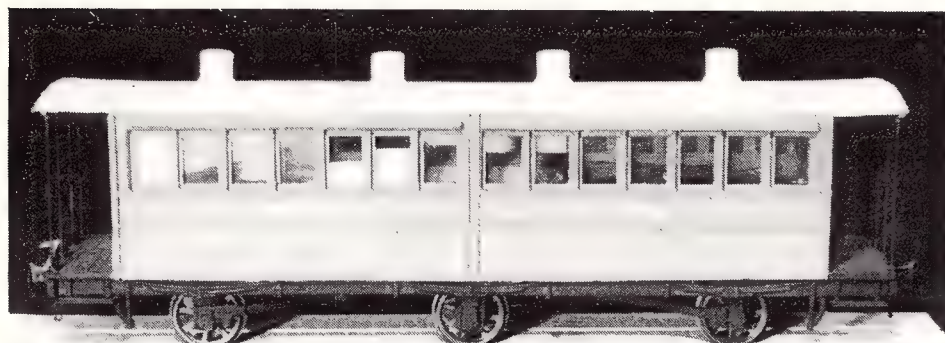
Bob Gallagher was the photographer.



Z60 — a 1905 van of the Wellington — Manawatu Railway, a privately owned company.



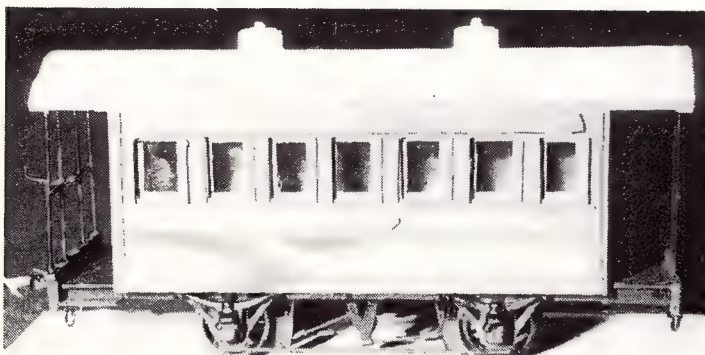
"This'll be the first test for my new explosives van!"



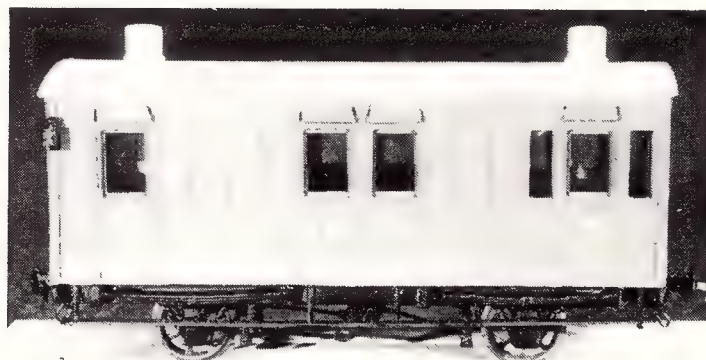
C1 — an 1873 six wheel radial composite first and second class van. The correct style chopper couplers are used on the model. All the models displayed by Wayne were mounted on a section of track on a piece of board and were neatly labelled.



J9 — an 1875 sheep van, stocked with sheep. Steel rods and balsa were used to fabricate this fine model.



F1 — an 1873 four wheel van with accommodation for the guard, luggage and third class passengers.



D27 — an 1873 four wheel saloon car. Note the moulding above the windows.



4306 slows to a halt at Norman Dale while working a passenger train on North Rocks Rail. Ted Gray built the loco.

NORTH ROCKS RAIL EXTENDED

When the layout of North Rocks Rail reached the degree of completion as described in the May/June 1977 issue of AMRM, I thought that track laying at least was at an end. Other projects were then envisaged such as buildings and the like — but this was not to be.

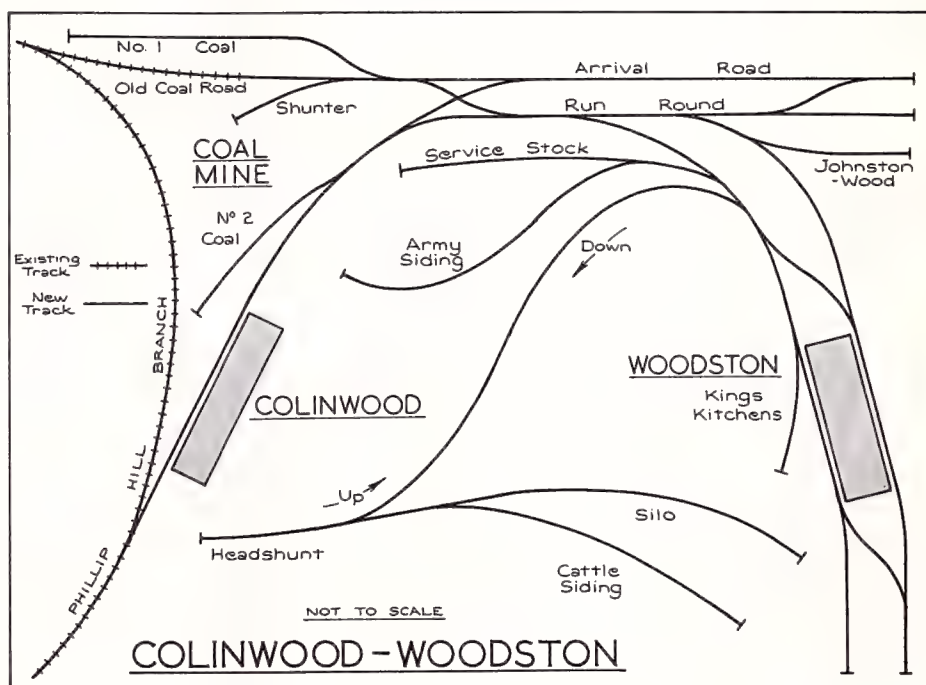
There have been many visitors to the layout and they have shown varying degrees of interest, so when two visitors, namely John Wood and Bob Johnston, showed a great deal more enthusiasm than most, we commenced regular operating schedules. It soon became apparent that the coal mine was short on realism and space.

Plans were drawn up for a six by four foot extension at the western end and the mine site was soon devoid of track. There was now a new size of eight by six foot in which to develop the Colinswood/Woodston complex which would be the operating domain of Bob, and as he likes shunting, plenty of sidings was the first consideration.

The track plan went through a number of designs and in hindsight some even bordered on the ridiculous — something like a child at a confectionery counter not knowing on which of the goodies to spend his money. Eventually the accompanying plan was chosen and a start made on construction.

After the building housing the layout was altered and painted the benchwork was constructed using the same methods used previously. The track and points were then added and proven. Next task was the scenery and the structures. Two stations were added to the

Ted Gray relates some of his experiences and reasons for altering his layout for better operational results.





system, namely Colinswood and Woodston.
Colinswood was the name of the small platform which served the original coal mine and (to keep face with No.2 son after whom the station was named) Colinswood was the name chosen for the slightly larger platform on the new site. Colinswood serves the coal mine, the small village on the scenery backdrop and an army ordnance depot.

Left: 7309 heading down the head shunt to gain access to the silo siding.

Below: 4511, one of two 45 class locos on the layout, heads a goods for Woodston via the Old Coal Road, the original track to the coal mine.



442 class (Mansfield) in multiple with a 45 class (Bergs) cross the 44 class (Lima) on the approaches to Colinswood.



Colinswood station, army depot and traffic jam feature in this photo. It would appear that the traffic jam has been caused by the departure of the ambulance from the Army Depot.



View of Memorial Park and the grain silo, complete with "RU" grain hoppers.



The rear of Colinswood station, complete with railmotor and trailer is the centre of this photo while the coal mine is in the background.



While this article describes the alterations to Colinswood and Woodston some expansion has also taken place at Alantown. The loco depot has been increased in size along with an indexed turntable. Four of the twenty locos on the layout are visible.



The motor cyclist has just had a close call with 4408 (at the head of a passenger train) on the level crossing as the train approaches Colinswood. The JLX louvre van is loading at the Army Depot.

Woodston is the terminus for this new branch and boasts an island platform complete with an overhead pedestrian bridge. Some industries have commenced business since the introduction of this railway branch, including Ashley King Kitchens, Wood-Johnston Pharmaceuticals, Noelonston Grain Silos, the army ordnance depot and the cattle yards. A siding is also provided for service stock.

There are two sidings at the coal mine which allows for storage of rolling stock (a problem with the old layout). A steam shunter resides at the coal mine but there is no storage for main line locomotives. The locos are serviced and supplied, along with brake vans, from the Philip Hill locomotive depot.

Twenty three points were added to the new area, six controlled by solenoid motors, the other by mechanical means. When two ground levers were placed in position to work the loco and No.2 coal road they proved a nuisance with the scenery and had to be disguised. The points (numbered 1, 2, 3) in the hill section can be operated from Woodston although permission is required to drive there as the area is under Philip Hill control.

Some new signals were installed to regulate traffic in either direction at Colinswood and these are controlled by Philip Hill.

The Memorial Park was constructed from a Woodland Scenics kit, although altered considerably to fit the small area. The pedestrian overbridge at Woodston station used up the spare steps and supports left over from previous kits, while plasticard, wire and a timber deck formed the walkway.

When the new complex was completed and introduced to the operating schedule there was a need to eliminate the single and double handed time tables and introduce three triple handed schedules. These schedules allow for three or four operators to shunt and run trains in their division and also to operate services into other sections.

The new area does not use the card system although cards are used by both other divisions to originate traffic for Colinswood-Woodston. Stock is shunted as per schedule for other destinations and incoming trains are broken up according to traffic offering and are shunted to the correct sidings.

The short headshunt which serves the silo and the cattle dock can cause a few headaches for operators. Quite a long string of vans or wagons have often been taken down the steep incline to the headshunt only to find that they will not fit and the excess vehicles will not stand by themselves on the steep incline. The wagons have to be returned to Woodston

Continued on page 22.



Norm Read B.E.M.

On the 31st December 1982, along with all the other 1983 New Year awards was the announcement that Norman Read of Strathfield had been awarded the British Empire Medal for services to youth through model railways.

It would be very difficult in the space available to cover fully all the activities of Norm Read, the little feller who never seems to age. His current day activities see him as Federal Secretary for the Australian Model Railway Association, partner with Col Shepherd in running the 'O' gauge exhibition layout that has continued to be the showpiece of the Sydney Model Railway Exhibition for over 16 years, and driving force of the growing 'O' gauge layout being built in the ceiling of the A.M.R.A. (N.S.W. Branch) Rockdale Clubrooms.

Norm is officially retired these days, but those who were fortunate enough to have been involved with him in his working days would be able to express their gratitude when he came onto the job. Not only was he an accomplished technician but he also had the gift of being able to pass on to his fellow workers the little tricks he had learnt. Yes, he carried this activity through to his hobby as well.

The true attitude of this man is fully expressed by his words when he was officially told of the award —

"This will be the recognition for model railways that we have always wanted!"

Yes, a humble man, who does not even seek recognition for his own efforts. In some way or other we have all benefited from Norm's contribution to the hobby, and those of us who have been fortunate enough to share his friendship first hand have many happy recollections, some of which are shared below.

Thanks Norm.

Bob Gallagher.

NORM READ An Unforgettable Character

The most unforgettable character I have ever met, and 'by criekey' if you haven't heard of Norm Read B.E.M. then you haven't been a model railroader for long.

This story begins early in 1945 when 'O' Gauge House was the place for all parts and castings for 'O' gauge trains. The late Fred Stewart was the founder and having purchased my parts and attempted to put them together to look like a C36 class locomotive I was confronted with the problem of *where what goes and how*. Fred soon put me on the right track — "Go and see Norm Read" — and that was where it all began.

Along with Norm I was introduced to the Sydney Model Railway Society at the Railway Institute in Sydney and soon found that Norm was a busy fellow helping not only at the club but quite a few of the members who had problems like me.

Our friendship went along for a few years until he and I started a model railway section at the Burwood Police Citizens Boy's Club and from this grew one of the largest indoor 'O' gauge layouts around at the time — over 2200 feet of track was working at the peak time and many TV shows such as Bob Dyers 'Pick a Box' and the ABC's 'Half Hour Live Show' featured the layout. This was a great drawcard for the Boy's Club and a monthly exhibition drew crowds of parents and children into the club.

Norm was the brains and, as an instructor, moulded the boys into railroad fans in a short time. The layout continued for almost nineteen years and many thousands of hours had been invested in keeping it fully maintained.

A shortage of funds resulted in us asking the model railway clubs to assist in fund raising by having a full scale model railway exhibition, with all available clubs taking part. The Australian Model Railway Association (N.S.W. Branch) committee took over the organisation and the event was so successful and the crowds so big that it became a regular event. It moved to the Sydney Town Hall and then onto the Showgrounds, to be known today as Australia's biggest model railway exhibition. Norm was also involved with the A.M.R.A. committee.

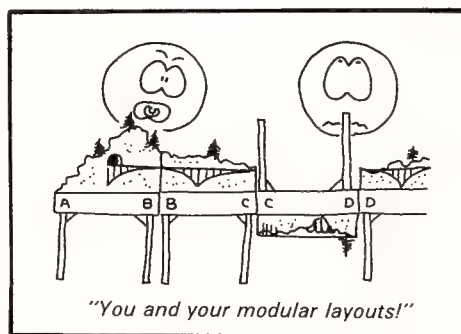
Norm has devoted his time to helping anyone with a problem in model railroading. Norm is also very involved with the N.S.W. Branch of A.M.R.A. and was fully involved with the acquisition of the Rockdale Clubrooms both on the financial and physical side. Whenever there was a working bee at Rockdale one could always find Norm in the midst of the work. The clubrooms at Rockdale are a showpiece for the N.S.W. Branch.

Norm, himself, had a wonderful 'O' gauge layout in his backyard back in 1945. However some vandals broke into his home and destroyed most of the trackwork and scenery. It has never been replaced. Norm's time recently has been spent, along with Col Shepherd, building and operating a large portable 'O' gauge layout which has travelled to exhibitions in several other states, as well as around the Sydney area. One such exhibition was the Malkara exhibition in Canberra where handicapped children were the recipients of the fund raising.

The number of people this man has helped will never be fully known, but at least those who could be located assisted very willingly in gaining the necessary support for Norm to receive his award, The British Empire Medal, which was given *For services to youth through model railways*.

A proud moment for all us who can say "He is my friend!"

Matt Bell



NORM READ An Anecdote

There were a number of humorous incidents concerned with the beginnings of The Model Railway Club, the story related here involving one Norman Read who has been a member for the Club's entire history. The Club of about a dozen members meets in rotation at the members' homes and in 1956, when this event took place, two or three members lived in the area just to the west of the Merrylands — Cabramatta railway line on the western fringes of Sydney. These days the area is firmly ensconced in Sydney's suburbs. But in 1956 it was sparsely settled bush country, inhabited by brave pioneers and visited only by the foolhardy, like members of small model railway groups.

What passed for roads were gravel tracks, corrugated, full of holes and generally in a state of ex-

treme decrepitude. Sometimes a couple of the worst holes would be filled in and, on arriving at meetings, people made cruel remarks like "Ahh, I see you've paid your rates at last", and "I almost didn't get here, I got lost owing to the holes in your street being swapped around".

The members' transport arrangements were fairly rudimentary, not many had motor cars, yours truly used to ride a pushbike to all the meetings (I rode the thing for some tremendous distances, come to think of it). Norm Read was one of the few that had the use of a vehicle. Norm was a kind of roving fix-it man for a company that specialised in providing internal communication systems in factories and offices, his vehicle being a small mini-van in which he carried his tools and all kinds of mysterious electrical equipment.

Anyway, Norman "being Norm", was more than willing to share what transport he had, picking up members en route to meetings and dropping them off on the way home. Well, one night, after the usual meeting of sparkling wit, raconteur, and wrecking somebody's layout, we decided it was time to go home.

"The trains aren't running" said the 'at-home' member.

"Yes, we know. That's why we're going."

"No, no, not those, the big trains. The big trains aren't running."

"Ohh."

Well, there was nothing else could be done except provide Norm with a couple of extra passengers. It was truly amazing how many blokes could be fitted into that van. Somehow or other, they arranged themselves amongst the electrical gear, tools, etc., and Norm got his vehicle moving. I, of course, madly pedalling by pushbike not far behind.

All went well for a few hundred yards, but then I saw Norm's van suddenly lurch and then descend into one of the biggest holes yet seen. Even by the standards of that time and place, that hole was a beauty.

The van bounced out of the hole and then got caught up in a series of long corrugations as Norm desperately fought with his errant vehicle. All this was accompanied by various crashes, thumps and other noises emanating from the back of the van.

Forewarned is forearmed, and with an adroit twist of the handlebars, I managed to avoid the hole and the worst of the corrugations. I can only imagine what the scene inside Norm's van must have been like, with tools, equipment and bodies flung about all over the place.

However, any bruises, sore heads, etc. must have soon healed up as the next meeting had a full complement, including Norm and his van.

Jack Parker

AUNTY MAISIE'S

by Harry Grosvenor

Photos by Don McKenzie

It is just seventy years since Uncle Alf came to live in Orbella Valley. Attracted by news that the railway was soon to come to Orbella Valley and beyond, he left the Ballarat area and headed east, hoping to make good money cutting sleepers for Orbella Rail.

In those days, sleepers were cut the hard way using axe, crosscut saw and hammer and wedges. The broad axe was used to trim and square the sleeper to its finished size of nine by four and a half inches and nine feet long — smaller than the present size. The cutters worked in the bush adjacent to the line and either carried the sleepers or dragged them with a sleeper hook to the side of the line where they were inspected and collected at a later date. Hard work it was, getting the finished sleepers to the dump, but it saved the ninepence charged by the Ostler brothers who were working the area as carriers with wagons and six-horse teams: and a penny saved was a penny earned.

Piles were needed to build the long trestle bridge across the flats at Shirleyvale and Alf, and a mate Archie, got the job. The two men worked ten to twelve hour days cutting piles from yellow stringybark, box and ironbark trees and readying them for cartage to the bridge site. Alf's brother Ned did that job with a wagon and a team of ten bullocks. The War Years came and young Alf enlisted. He left the area by coach and returned three years later by rail over the bridge in which he had played a major role.

Shortly after his return from the War, Alf met and married Maisie. Together they set up house in a home built for them by Maisie's father. The building was a modest weather-board structure with a gable roof and a long skillion at the rear. It comprised three bedrooms down one side, and a lounge, dining room and kitchen down the other. The chimneys were brick, as distinct from the more usual tin chimneys found on other homes in the district at that time. The wash-house at the rear of the house contained a bricked-in copper, wash tubs and a tin bath used by the whole family on Saturday nights.

Further back was the lavatory, standing in splendid isolation. Two one-thousand gallon tanks stored water for the family's needs, so frugality, especially in the use of water, was the order of the day. The house was never painted and, as the years passed, the weatherboards slowly turned to a weathered silver-grey.

Over the years, Maisie's personality attracted many visitors to her home, so not surprisingly, as the young folk grew up, an oft heard comment was "Just slipping up to Aunty Maisie's for a while, mum". ... And so "Aunty Maisie's" was born.

The Model — HO Scale.

The prototype for Aunty Maisie's still stands in Newmerella. I built my model from styrene and Gordon Duncan's scale-sized corrugated iron. Using "Evergreen Scale Models" Clapboard Siding No.4051, mark out the front, rear and two side walls to the dimensions given



Modern day materials in the form of 'Hardiplank' sheeting and ready made trellis work now adorn the sixty-year-old building. The character though, remains essentially the same. The township now has water so the ubiquitous galvanised iron tanks are truly a thing of the past. Photographs by Harry Grosvenor.

on the drawings, but take care to shorten each end of a wall by one millimetre. This will allow room for the corner stop as shown in Figure 2 of Construction Details. At this point, the window and door openings should be adjusted if you wish to use ready-made "Campbell" windows instead of making your own. For the "Campbell" windows, use the double-hung sash window (No.901) which requires an opening of 10 x 14mm. Doors could be Campbell's Nos.912, 913 or 915 and require an opening of 11 x 24mm.

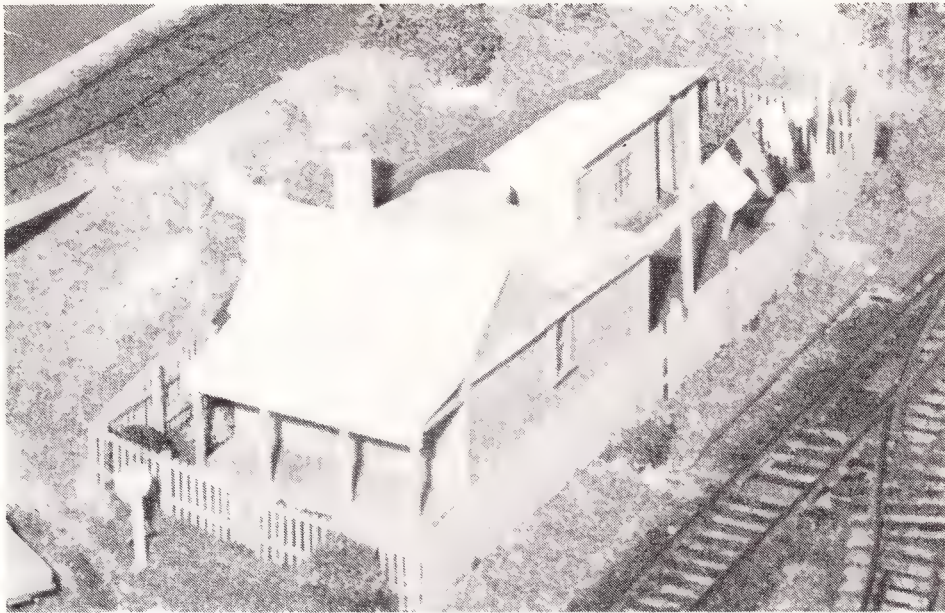
Wherever possible, I try to complete as much as I can of a model while it is in the flat stage. So it is with the doors and windows. When making your own, I would suggest using ESM styrene scale strips which, although expensive, cut down on the time taken to prepare material for use. The sizes I have chosen are overscale so that detail is more evident at a distance.

For windows (Figure 1 — Construction Details), begin with the sill (1) cut from 2 x 8 strip at 13mm and notch for a neat fit to the window opening. Next cut from 2 x 4 strip, two verticals (2) to fit inside the window and resting on top of the sill and then follow with the top piece (3) of the window frame. Make sure that the window frame is flush with the inside of the wall. Cut two vertical architraves (4) with a 45 degree mitre at the top and butt against the frame protruding from the wall. This isn't prototypical but rather tends to highlight window detail at a distance.

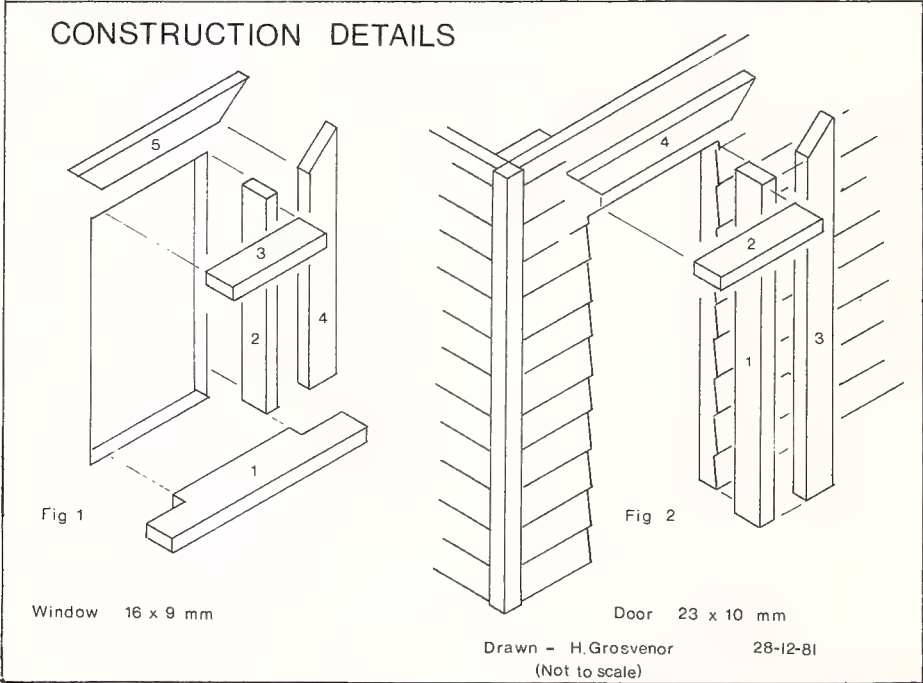
The tricky part is cutting the top architrave (5) to fit. Finally, for a double-hung sash window, cut a 2 x 2 strip and fix it horizontally midway down to create two panes. Glazing is added after the window has been painted, unless, of course, you have a very steady hand with the brush. The other windows should be similarly constructed, except that the two rear windows have vertical panes.

When making doors, I cut a piece of 0.020" styrene sheet and glue it to the inside of the walls. Door trim details are of a similar nature to those used for windows and Figure 2 shows details and order of construction. The door may be left plain or detailed, with 2 x 8 styrene strips to simulate either raised or recessed panels.

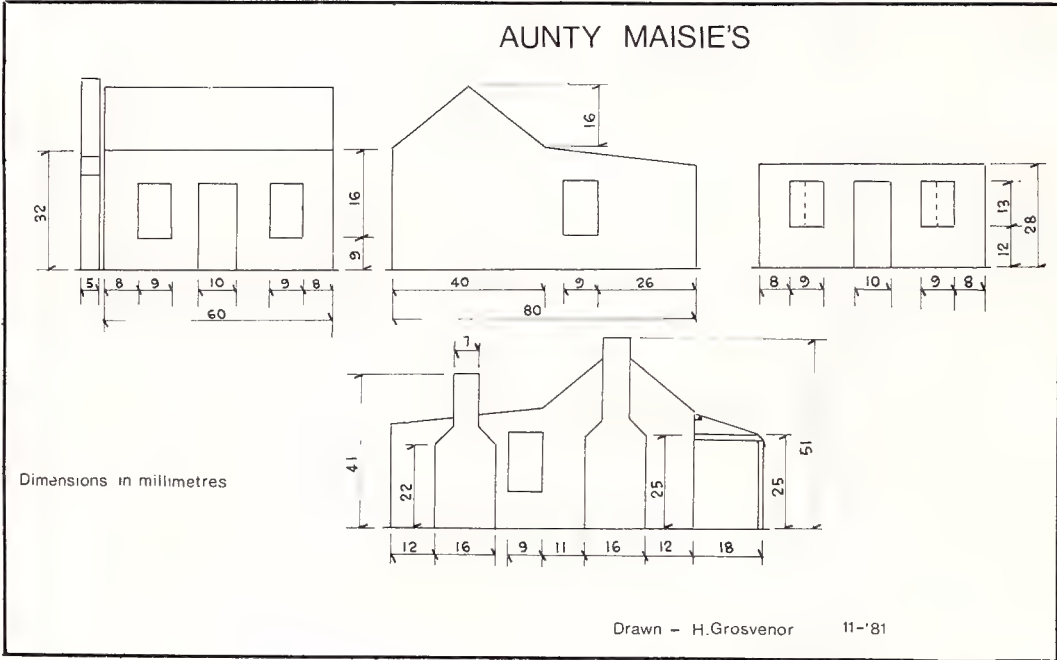
The walls are now ready to be glued together. Cut and glue a 4 x 4 strip to each end of the front and rear walls. This piece represents the corner stop on weatherboard build-



Auntie Maisie's — the model.



Nestled along side the railway line in Orbella Valley is Auntie Maisie's. The details of this layout were featured in the February 1983 issue.



ings and, although oversize, it nicely matches the thickness of the weatherboard siding. Now glue the two side walls in place and cement a reinforcing strip cut from 0.040" styrene into each corner for added strength. Square the building and allow to dry.

The roof is cut from 0.020" styrene and fixed in place, making sure it is a flush fit with the walls. The front verandah floor can be a piece of 0.040" styrene scribed to represent floorboards and is fixed to the front of the building. Glue a 2 x 8 strip on edge under the verandah floor and around the house. To this, cement stumps made from 6 x 6 strip at appropriate intervals around the house. The stumps should be 8mm long and this will allow room to glue another 2 x 8 strip around the house and verandah.

At this point, I painted my model to simulate weathered unpainted boards. I used a mixture of Humbrol flat colours applied in several thin layers to achieve the effect I desired.

When the model is dry, add the glazing to the windows. The corrugated iron roofing follows. Begin with the skillion section of the roof and cut the iron so that it appears to be two rows of sheets. Mount the row of iron on the lower part of the skillion first and then apply the top row with a slight overlap. Pieces of iron may now be cut and fixed to the gables.

The verandah roof is a unique feature of this structure. It is curved and fixed to the front wall and to the beam above the verandah posts, of which there are four equidistant along the front edge of the verandah. The posts are made from 6 x 6 strip. I cut the iron 22mm long and curved the lower end around a pencil to produce the desired curvature. It seems flimsy, but in real life, the building has weathered many a storm without damage. To glue the corrugated iron to the styrene, I used a super glue.

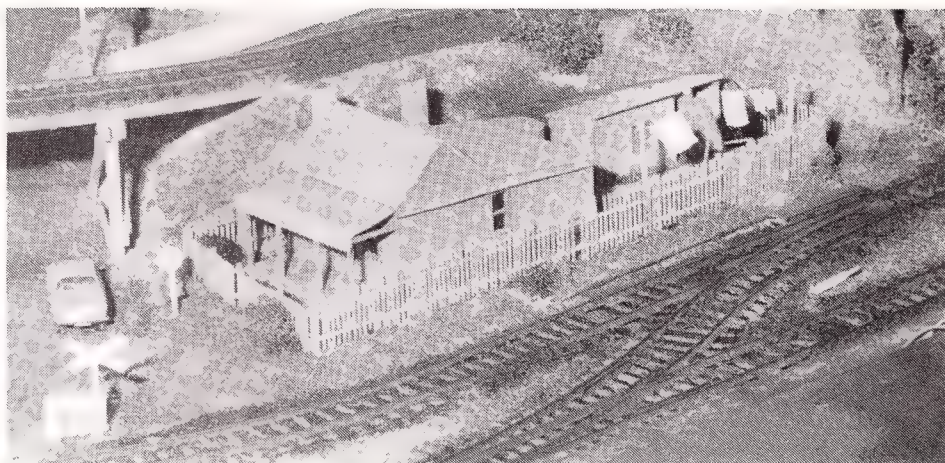
Gordon Duncan puts out a tray deck sheeting. By cutting this sheet lengthways so that a single rib with a flat sheet each side is produced, very passable ridging and end flashing can be made. Cut the strip, bend at right angles along the rib, cut to length and fix to the ends of both gables and the skillion roof. The ridge capping is made in a similar manner and done last of all.

Spouting is made from 1/16 inch Plastruct angle cut into 60mm lengths and glued to the verandah beam at the front of the house and to the wall at the rear. Farmers in this area use a galvanised tie wire of 1.5mm in diameter on their fences. This is just about right for down pipes and is what I used to run a down pipe from the front guttering, along the side of the house and across the rear to the tank. The roof, guttering and down pipes were then painted using a mixture of Humbrol greys with some silver added. Since the roof is showing some signs of age, a little rust is evident and the paint scheme reflects this.

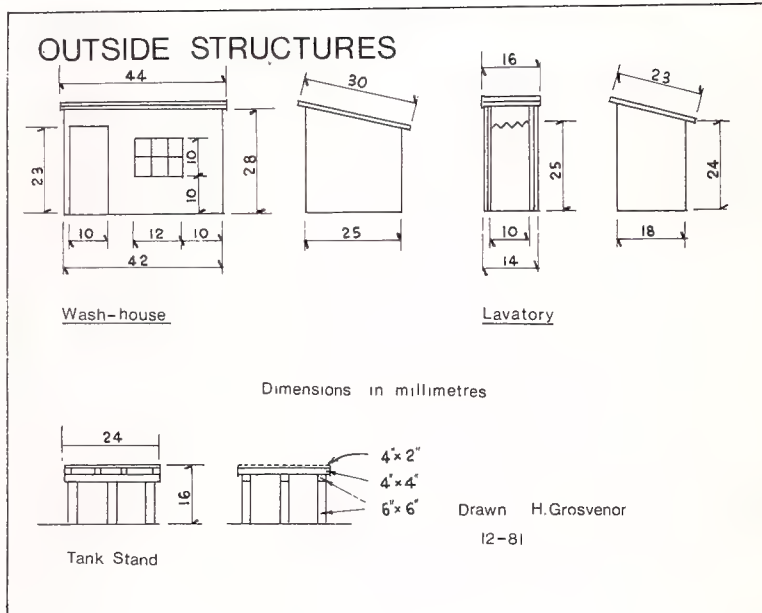
The chimneys were made from 0.020" styrene sheet to the dimensions shown. Two similar shapes were cut for each chimney and these were jointed with a 4mm wide spacing piece. I then covered the forms with Holgate and Reynolds' embossed vinyl brick sheeting. These were painted a brick colour and put aside to dry for a week, when a very light wash of colour representing mortar was flooded into the crevices. Any overflow was wiped off the raised surfaces. A wash of black was sparingly used around the tops of the chimneys to represent soot. The completed chimneys were then attached to the house in the appropriate places using a super glue. The basic structure of the house is now complete.

The Outbuildings.

Similar construction methods as those used in the construction of the main building may be employed to make the wash-house and lavatory. The window in the wash-house was



Aunty Maisie's — the model.



framed in the same way as the windows in the house, except that the architraves were left off. Strips of 2 x 2 were used to make the six-pane window. Note that the door on the wash-house is glued directly to the corner stop on the side wall.

When making the door for the lavatory, scribe a piece of 0.040" styrene and cut notches in the top of the door as shown in the illustration. As can be seen, it will be necessary to only make two sides and a back for the lavatory. Roofing construction methods are the same as those used for the house. Paint and put aside both of these outbuildings.

One or two tank stands could be made, depending on the amount of space available. The tank stands were made from strip styrene with 6 x 6 being used for the stumps and bearers, 4 x 4 for the joists and 2 x 4 for the decking. The size of the stands will be dependent upon the size of the tanks you have. I made my tank from a 25mm length of plastic tube from a discarded bicycle pump and covered it with corrugated iron. Sheet styrene was added to the top and bottom, a hole drilled in the top to accept a down pipe, and then the whole thing was painted.

Aunty Maisie's is surrounded by a typical picket fence, which on the model was once again made from strip styrene. This time-consuming task was speeded up by tacking the rails for the fence (I used 4 x 4) to a simple styrene jig. The rails were spaced at 10mm centres and then 2 x 4 pickets, each 22mm long, were glued to the rails leaving a gap of 1.5mm between each picket. My jig has a piece of styrene at right angles to the base piece and this is positioned so that it acts as a stop for

each picket, thus ensuring an even fence. Fence posts used were 6 x 6 strip and placed at 30mm intervals. For added character, an occasional picket was left off, or a top broken. As Uncle Alf didn't ever get to own a car, it was only necessary to make a small gate and the fence was finished.

Arrangement of the Model.

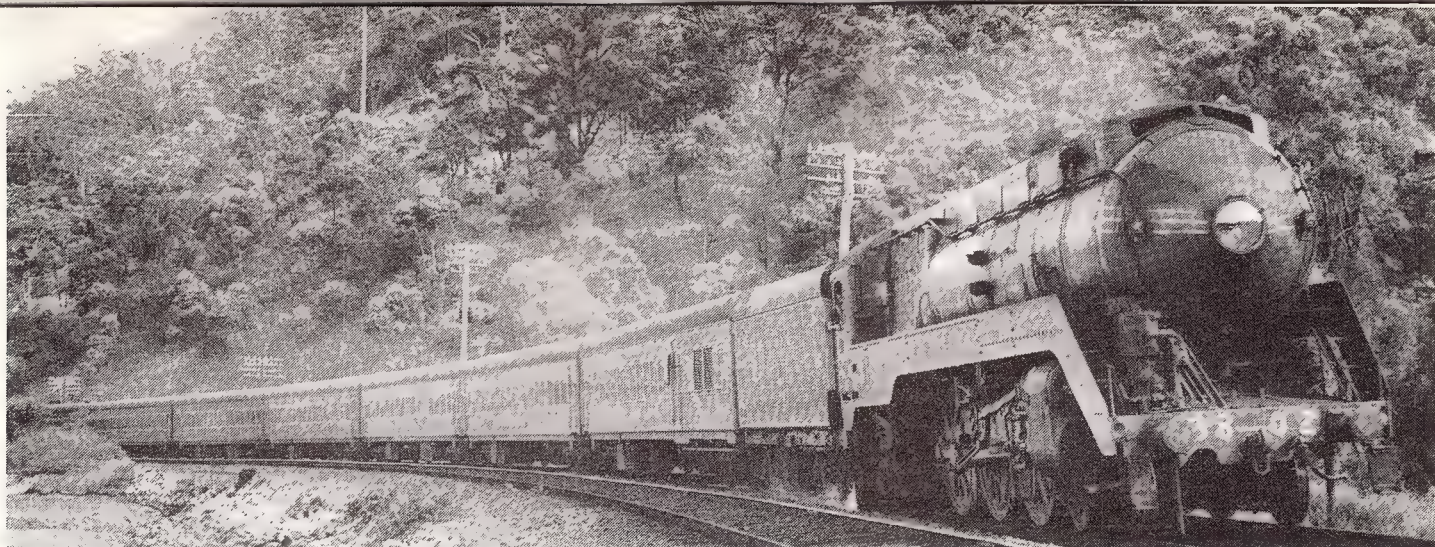
Because this model consists of several structures, the outbuildings and tank stands can be arranged to suit the space available. Paths, lawns, shrubs and trees can all be added. As a final touch on my model, I made up an old style clothes line, the one which has a single piece of line suspended between two posts and the middle held up with a forked stick. Clothes made from styrene were added, and to top it all off, there is a wood heap at one end with an axe in the chopping block. Yep, old Uncle Alf still has a wood stove.

CORRECTION

In the February 1983 issue, on page 64, the Appollo Scale Models advertisement was printed without an address, which was:-

APPOLLO SCALE MODELS
P.O. Box 19,
FERNY HILLS. 4055.

AMRM apologises for any inconvenience caused by the omission — Editor.



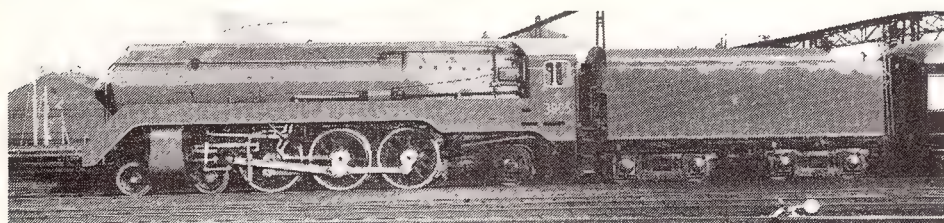
The streamlined C38s were used on prestige trains such as the Newcastle Flyer. The photo above illustrates green 3802 on this duty. Note the absence of a Waratah on the nose and the presence of service grime. Photograph by courtesy of the S.R.A. of N.S.W.

PAINTING AND LINING THE STREAMLINE C38

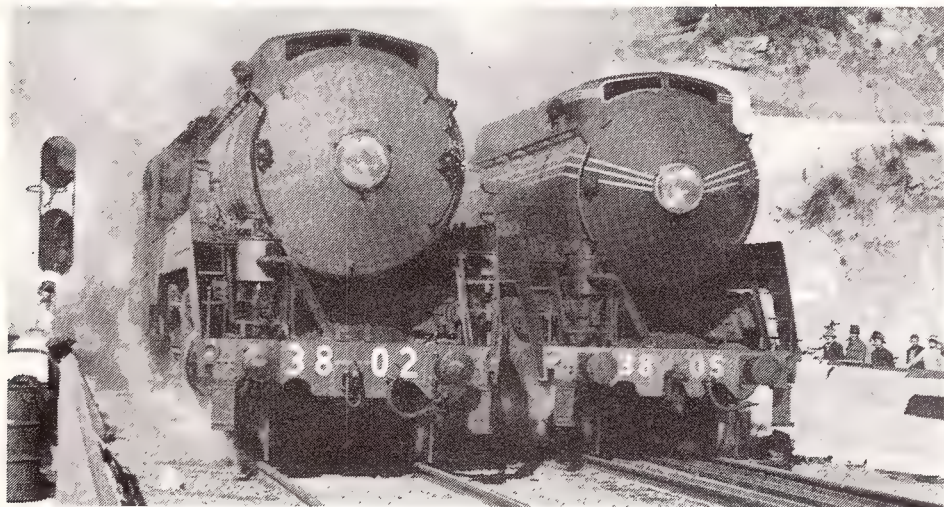
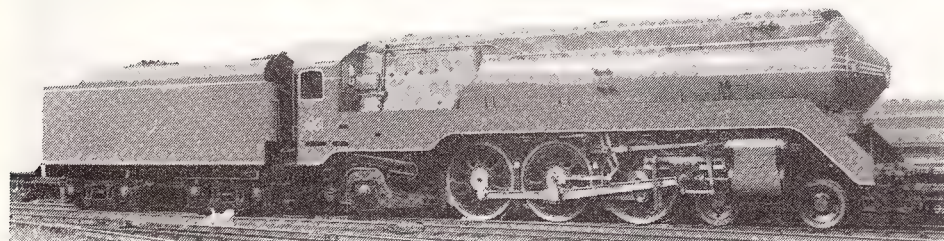
The C38 has proven to be a very popular locomotive among modellers, and the recent release of the streamline version of this powerful N.S.W.G.R. Pacific has raised further interest in the class. There has been a lot of literature written about this thirty strong class, but most authors seem to skip over the much needed livery and lining details applied to the

By Ray Love

outer metal shell. The objective of this short article is to detail the livery and lining details applied to the five streamlined versions of the C38.



The position of the line work on green streamliners is illustrated by the photographs on 3801 and 3805. These 1946 photographs illustrate the new green livery and the clean motion gear and wheels rims. S.R.A. of N.S.W.



The above photograph illustrates the lining of the bullet nose of both the green and the grey streamlined C38. This S.R.A. of N.S.W. photograph illustrated 3802 and 3805 (backed up by 3801, 3803, 3804 and 3807) being used at speed to test the Hawkesbury River bridge in 1946. Note that there is a Waratah above the headlight on 3805 and there is a thin line around the louvres on the front of the skyline casing.

Preamble.

The thirty members of the 'C38' class steam locomotives entered service on the (then) N.S.W.G.R. during the years 1943 — 1949. All locomotives remained in service until 1961 when 3826 was withdrawn.

Withdrawal and scrapping followed over the next nine years, until in 1970 3820 hauled its last revenue train in regular service. Four locomotives are preserved, class leader 3801 (streamlined), 3813 (dismantled condition), 3820 and 3830.

Liveries.

Three all over basic colours were carried by the engines, 'shop' grey (sometimes referred to as battleship grey), green (many shades) and black.

Unlined grey was used on locomotives built during wartime, and extended to some post-war built engines, but in the late 1940s, green with narrow red and yellow lines became the standard livery. Fittings such as cab roof were usually silver.

During the middle 1950s, black livery, red lining and silver trimmings became standard.

Locomotive 3813 was the only 'C38' class engine never to have been painted black. It carried at least four shades of green and an equal number of lining variations during its career.

Locomotives 3801 and 3830 were repainted to green from black in the 1960s for special workings.

All locomotives were fitted with 12" chrome numbers on the cab sides.

STREAMLINE LIVERIES

The five streamlined locomotives carried the same livery shades as the remainder of the class. Generally, all C38s were overhauled and repainted at Chullora Locomotive Workshops, and, as such, the livery shade and lining scheme followed a standard trend over a period. However, as time changed, so did the paint shades and the lining detail.

In early 1966, overhaul and painting of the C38s was transferred to Cardiff Workshops and, in at least one instance, a unique lining style appeared.

Grey.

As indicated the 'battleship' grey livery was applied to the five streamlined units as they were introduced to service from Clyde Engineering. The grey was applied all over the locomotive body except for the black undergear. The road numbers on the front buffer beam were white.

Floquil reefer grey, slightly darkened is a



Black Livery

Above. 3804 at Binalong in February 1964 illustrates the black livery and red lining. Note that the top whisker is shorter than that on the green units, that the lining on the valance is below the top edge signifying that it was painted at Chullora. The shunters steps are red as is the end beam on the loco frame and there is lining on the cylinders. Tony Eyre photograph.

Right. The Cardiff paint scheme is illustrated on 3803. Note the position of the top line along the edge of the valance, the different location of the whiskers and the different numbers on the front buffer beam. Later, in 1966/67 (see text) the headlight rim received a coat of silver paint. Ray Love photograph.



Green Livery

Right. 3801 in its final livery, being used to haul the Western Endeavour trial train. Note the absence of the front buffers and the addition of auto couplers. The cab roof is green, the layout of the whiskers has been expanded, there is lining on the cylinders and a yellow line around the louvres on the skyline casing. The position of the Waratah has once again been altered. Ray Love photograph.

Below Right. 3801 in the 1963 livery, also shown by the cover photograph. Note that the shunters steps are black while the ends of the buffer beams are red. The cab roof is silver but there is a lack of lining on the cylinders. Graham Ball photographed 3801 at Stroud Road hauling a RTM tour train in October 1963.



Below This unusual photographic angle illustrates the lining on the rear of the C38 tender, as well as the position and colour of the number. Note also that the trim of the cab window is yellow, the cab roof and tender top is green but the tool box is black. Graham Ball photographed 3801 at Wyee in October 1966.



reasonable representation of the livery used.

Green.

The 'official' standard colour was 'Verdant Green', but the shade of the paint varied with each individual application. The shade of the livery also varied as the paint was subjected to the extremes of the New South Wales' weather.

The green paint was applied to the body of the loco and the tender, while the undergear was black. Lining throughout was in pale yellow.

A successful colour for representing the C38 green is a 40-60 mix of Floquil Southern Railway Green and Reefer Yellow. A 50-50 mix supplies a green with a slight blue tinge. (Editor's Note: Unfortunately the Southern Railway Green has been discontinued by Floquil. Are any readers aware of a replacement blend of colours?)

The lining positions of the green streamliners varied, especially with 3801. This locomotive, in the latter days of its life, was painted green at Eveleigh Carriage Works in 1963, Cardiff Workshops in 1966 and again at Eveleigh Carriage Works in 1970 for the Western Endeavour Tour. In every instance some minor variation in lining or class number detail varied.

Generally the green C38 had a 2" yellow line along the lower edge of the valance which carried onto the lower edge of the tender sides and rear. Three thin yellow 'whiskers' extended from the point of the bullet nose (headlight rim) spanning outward across the nose to the side of the boiler. On the boiler side the lines varied.

The lower line extended a short length (near the step in the valance), while the centre line extended a few feet further. The top line, however, extended the full length of the boiler, around the cab and carried on around the top of the straight side of the tender and around the rear.

On the skyline casing three short lines extended out from the vent along each side. The cylinders were not lined when the livery was first applied. The numbers of the front red buffer beam were white, between 8" - 12" high, depending on signwriter and were positioned two numerals each side of the draw hook. On the tender the yellow numbers, 12" high were located about one third the way down the rear of the tender.

One the nose above the headlight was a Waratah, the floral emblem of New South Wales. The Waratah was only applied to 3805 when all other streamliners were green. (ie. Only 3805 had a Waratah in the period 1946 - mid 1950s.)

Unlike the standard C38, the air compressor was not lined.

Black.

The shade of black varied as the paint became subjected to New South Wales' weather.

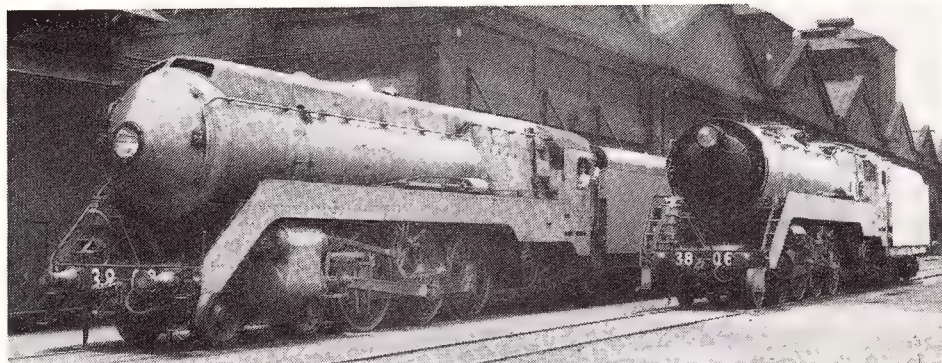
The lining applied to the black units was red and followed the style of the green unit except that the skyline casing was left bare, the top whisker was shortened and there was a red line applied 3-4" below the top edge of the valance. The cab roof and the window rims were silver.

LINING VARIATIONS

Photographs are a major source of information, and coupled with field notes, some of the following variations are noted.

Black Lining.

The main variation was applied to 3803 when it was painted (black) at Cardiff. The red line on the top of the valance was applied to the top edge instead of 3-4" down from it. The lines from the nose terminated at the



3803 and 3806 at Eveleigh Workshops in 1946, illustrating the two styles of the C38 locomotives. Note that grey 3803 is void of any linework. S.R.A. of N.S.W. photograph.

smokebox while the loco numbers on the front beam were smaller than usual and positioned on one side of the draw hook. 3803 worked two tours (1966/1967) and, in each case, the rim of the headlight received a coat of silver.

In some instances the black streamliners appeared to be unlined because the lining had become hidden under the grime of the railway system.

Green Lining.

3801 is possibly the most photographed steam locomotive in Australia, being one steam locomotive that has travelled to all Australian states except Tasmania and Northern Territory. As such, 3801 features in the re-search on green streamliners.

The three applications of green and the lining applied in the 1960s differed from the original green livery and from each other. The main difference appears to have been the size and position of the Waratah, and the shape and position of the numbers on the front buffer beam.

The cylinders were lined in yellow with a

square shape, being relieved in the corners with inverted curves.

Acknowledgments.

The basis of this article was taken from photographic evidence and field notes compiled when chasing the beloved 38 class.

Further details of the C38 can be found in the N.S.W. Rail Transport Museums' publication 'The Flyer', and NSWRTM 'Roundhouse' July 1977, October 1978, July 1981, 38 Class Story by John Tompson.

Assistance was kindly given by Tony Eyre, Graham Ball, Graham Ahearn, Bob Booth, Bob Gallagher, Ian Thorpe and Bob Clarke.

Editor's Note.

As this article has been researched from photographs and observations there is always the possibility of some error or some variation to that printed in the article. Readers having such detail and information are requested to send in the details with, where possible, photographic evidence so that AMRM readers can be made aware of the variations.

NORTH ROCKS RAIL EXTENDED

Continued from Page 15.

station and be re-worked back by the shunter in rakes of four four-wheelers at a time.

Passenger services to Woodston are usually the CPH railmotor, occasionally with a trailer. Some services are provided by a locomotive coupling to the last two or three vehicles of a Mail train shortly after it arrives at Philip Hill from Alantown. Philip Hill operator (usually John) then drives the train to Colinswood platform and the Woodston operator then drives it to Woodston where it is usually shunted into the carriage storage to await the return service.

One small bonus is the triangle formed by Philip Hill branch line, the Old Coal Road and Colinswood station road (making the triangle), and is very handy to the Woodston operator for turning single ended diesels such as 40, 42 and 43 classes when Philip Hill depot is too busy.

After the scenery was finished (does that ever happen?) another visitor, Noel Johnson, came onto the scene and became the fourth member of our operating team. Noel usually operates No.2 controller, Alantown, where he handles most of the shunting for Alantown and occasionally fills in at Woodston.

I have read with interest the accounts of modellers who have shared their operating methods in railway magazines and endorse the enthusiasm they show. At the conclusion of an operating session my friends agree with me that the pleasure and satisfaction gained far outweighs the 'hard labour' involved in this extension of North Rocks Rail.



"Tell the truth! You're not pleased with your train set, are you?"

ADDENDUM N.S.W.R. 50 ft. STEEL TURNTABLE

In this article printed in the February 1983 issue a section of text was omitted from the first paragraph in the third column of page 35. The paragraph should read as follows:-

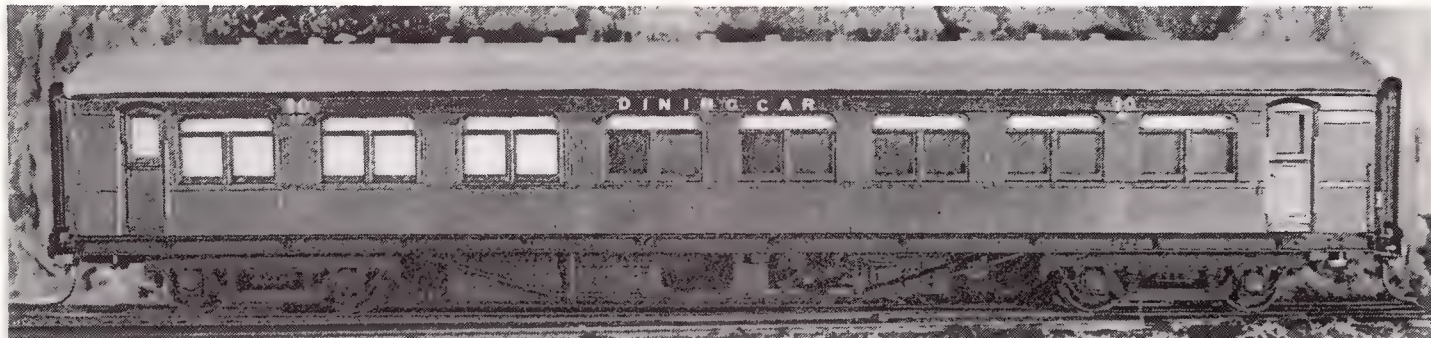
The largest steam locomotives that could be turned on a 50 ft. table were C32 and C30T class 4-6-0 locos provided that they were fitted with a six wheel tender. Other smaller steam locos such as the Z19 class 0-6-0, and Z24 and Z25 class 2-6-0 locos could also naturally be turned on a 50 ft. turntable. If a C32 or C30T with a bogie tender had to be turned on a 50 ft. turntable, the locomotive and tender had to be separated and turned individually.

To readers who have been misled by this error we apologise for the inconvenience caused - Editor.



KITBASH A DINING CAR

Combine major surgery with two MBEs, and the result is AB90.
Described in detail by Neil Graham.



The kitchen or front side of AB90. The painted door and window glass hide the kitchen galley. Graham Ball photo.



The passageway or rear (A) side of AB90. Graham Ball photo.

Up until recently modellers of the former N.S.W.R. who wanted to model some of the more unusual items of passenger stock faced the formidable task of scratchbuilding. Crown lighted windows, curved door frames and matchboard sides often caused these projects to be put aside on the too hard shelf.

Not so now. The Lima cars have opened up a whole range of possibilities, from 'R' cars to 'KAM' sleepers.

One of the more interesting codes (classes) was the Dining Car AB90, which, with its distinctive common crown lighted windows, forms the subject of this article. The model represents AB90 in near original condition, before the crown lights were removed.

The 'ACM' branchline composite car is another interesting car and this has been constructed using the leftovers (from AB90) of the MBE's, and a TAM coach. The construction of this may be written up as an article in AMRM.

The model AB90 was built by merging various sections of two MBE cars together. Considerable time was spent planning *where to cut* the MBE's, and it was during this planning session that provision was made for building the ACM car by working out the parts for the ACM from the MBE leftovers.

Before starting construction methods I must inform rivet counters that this car (in model form) has several inaccuracies in the window spacings, and the AB when finished is 1ft short. License has been taken in the window and door spacings to keep the number of sections in each side to a minimum.

For example there are nine sections in each side of the AB, but if all window spacings were made correct there would be 15 sections a side, including the ends. Secondly, with the AB being a bit shorter than it should, the slight

difference in length (of the AB) compared to the twelve wheelers when together in a train consist is more apparent and actually enhances the visual effect.

DIAGRAMS.

The diagrams in this articles are a combination of photographs and line drawings. To ease translation of the project each part was given a number. Note that the section numbers with suffix 'A' are on the rear or passageway side of AB90 (Refer Diags.1 and 2). These part (or section) numbers are shown in the diagrams and should be clearly marked on the sections for correct identification during assembly. I used Letraset (rub on) dry transfers for section identification

Diagrams 1 and 2 illustrate the various sections of AB 90 in the assembled state.

Diagrams 3, 4, 5 and 6 illustrate the various

sections to be cut from the MBE cars. Sections prefixed AB are for the AB90 project while parts prefixed CM are for the ACM project.

TOOLS

The four most important tools for the project are:-

- HIN01 1. Sharp craft knife or scalpel. I use a KDS Hi-Cutter type AC-108 with snap off blade sections.
2. Razor saw. It's worth buying a new one for the project because some of the cuts are critical and accuracy is needed.
3. An 8 inch (200mm) mill cut file.
4. An 8 inch (200mm) bastard file.

METHOD

Basically construction is elementary. The MBE's are marked, cut up, sections filed and flash removed, assembled and the model detailed and painted. Diags.1 and 2 illustrate the fully assembled model while diags.3, 4, 5 and 6 illustrate the origin of the sections to be cut from the MBE's. It is best to clearly mark the sections to be cut out, which will save confusion later.

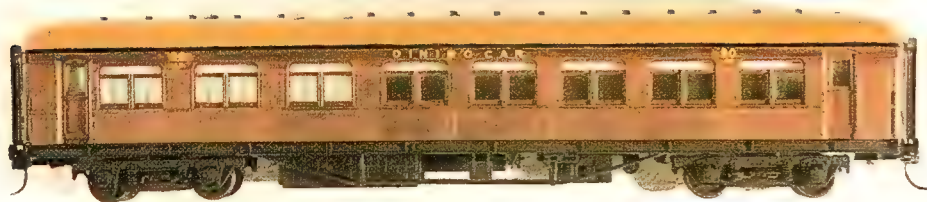
If you intend building an 'ACM' (later) it is advisable to mark out the sections, cut and save them at the same time.

CONSTRUCTION

The construction of the car is described in steps. Construction may be eased a little if the described steps are perused fully prior to starting construction.

MATERIAL LIST

- 2 - Lima MBE cars.
- 1 - pair Central Valley passenger car bogies.
- 1 - 100mm of 1mm dia. brass wire.
- 1 - 300mm of 0.5mm dia. brass wire.
- 1 - 400mm of 50mm wide masking tape.
- 2 - packets roof vents (round).
- 1 - panel pin with 3mm dia. mushroom head.
- 4 - 6BA x 12mm screws and nuts.
- 2 - couplers (of choice).
- 2 - coupler mounting screws.
- 1 - 20mm x 180mm x 1.5mm (0.060") styrene sheet.
- Scraps of styrene (various thicknesses).
- Paint (see text).



A feature of the TWELVE WHEELERS, as the wooden 72'6" N.S.W.G.R. passenger cars were called, was the stained exterior. The narrow tongue and grooved boards were treated with stain and polish so that the cars reflected the beauty of natural timber, something like stained teak. This feature was also applied to similarly constructed vehicles of the 1912 to 1950s period, AB90 being one such car. The polished timber finish however is not often seen on models, but in this article on building AB90, Neil Graham describes in detail how to apply the stain finish to the Lima cars. The above photograph, by Graham Ball illustrates the colour attained by this method.

MARKING and CUTTING

Step 1.

Remove the roof (which includes the window and door glass) in one piece, underframes, bogies and connection diaphragms from both MBE cars.

Step 2.

Before cutting starts, it is first necessary to remove, with razor saw, the centre post from between each pair of crown lights. This forms one long crown light over each pair of windows. After sawing out these posts, carefully cut out the centre post formation in the top of the crown light (with craft knife), so that the window frame recess is continuous along the top.

This task is time consuming but it must be performed slowly if the final result is to look good. There are 17 pairs of windows to be modified.

Step 3.

Checking and marking out the cutting lines

on the MBE's is next. Refer to diagrams for correct marking positions.

Cut out sections AB2, 2A; AB3, 3A; AB4, 4A; AB5, 5A; AB6, 6A and AB7, 7A. Note that the front and rear side sections can come out as one piece by cutting across the floor, thus keeping the full width of the car intact. This is of assistance for sectional alignment when assembling the car.

There are two critical cuts on each side. These are between sections AB3 and AB1, and also between sections AB3A and AB8. The cut must go down the centre of the first plank next to the window frame. Finally cut out section AB8A.

Step 4.

Note that sections AB1 and AB8 are joined to a common floor section. Cut AB1 away from the floor section flush with the inside.

Cut out section AB1A. This may be done by cutting the complete section off the car. The only parts to be retained are the side AB1A, the car end and the full width floor. The surplus

sidepiece should be removed back to one matchboard clear of the corner end handrail. The razor saw was used for this task.

Cut out section AB8A and cut side clear of floor section, near flush with the inside.

Step 5.

Beyond section AB7 there is a door and beyond AB7A there is a window. Both the door and the window have to be cut away at the marks shown near the car end, and the car end kept for future use. This is section AB9.

Now we have all the sections necessary to fabricate the body.

ASSEMBLY

Step 6.

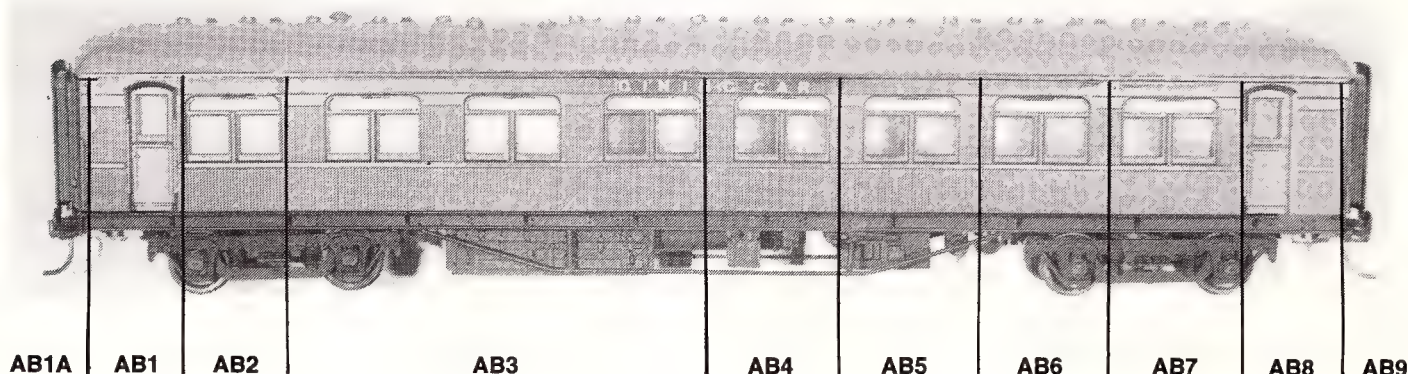
Starting with section AB2/2A, section 2 is filed away on the left hand (LH) side and right hand (RH) side until there is only one matchboard/plank remaining next to the window frame. AB2A is filed away on the LH side until there is one matchboard remaining next to the window frame and the RH side is filed down to leave six matchboards beside the window frame.

Step 7.

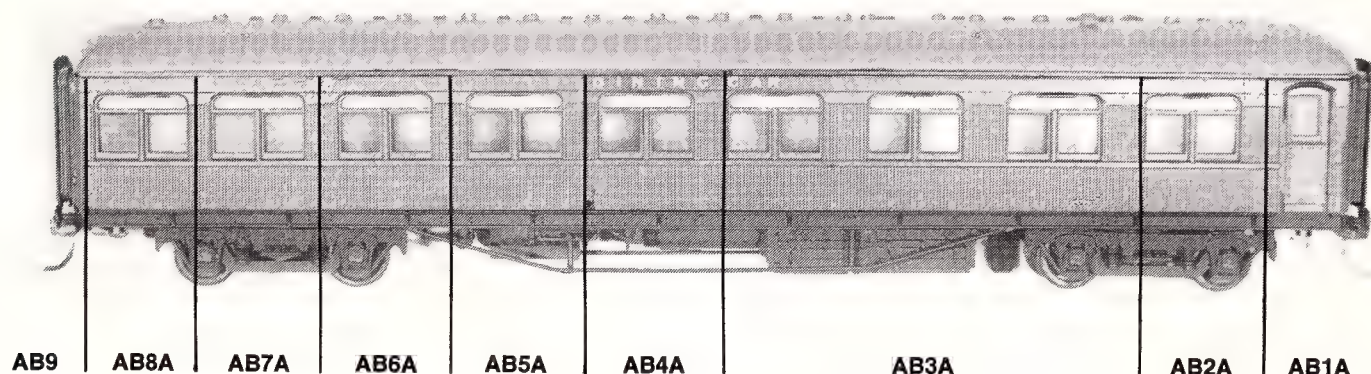
Progressing to AB3/3A, file the RH end of AB3 and the LH end of AB3A back to the edge of the window frame. Next, file down the LH end of AB3 and the RH end of AB3A until there are 10 matchboards next to the window frame.

Step 8.

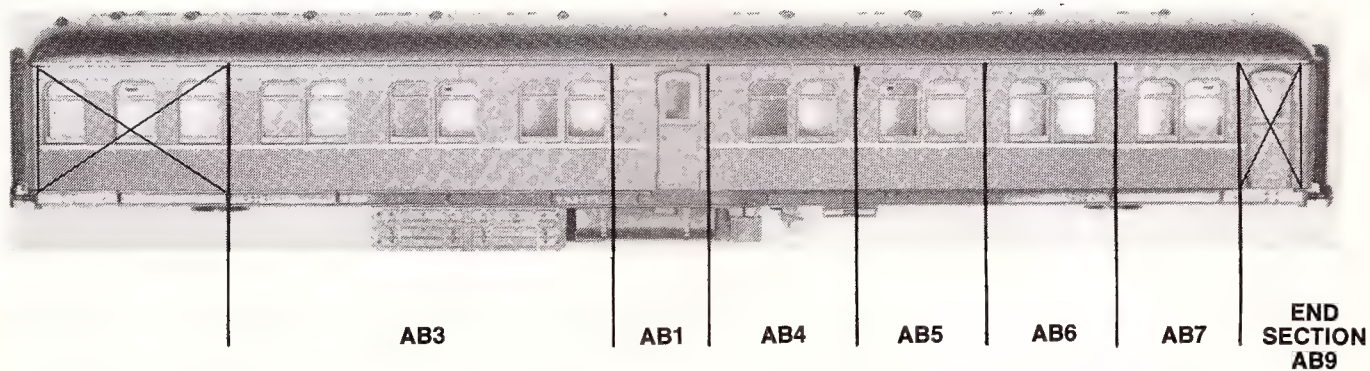
Section AB4/4A is next. The LH side of AB4 and the RH side of AB4A are filed down to leave 8 matchboards next to the window frame. The RH side of AB4 and the LH side of AB4A are then filed down to leave 4 boards next to the window frame.



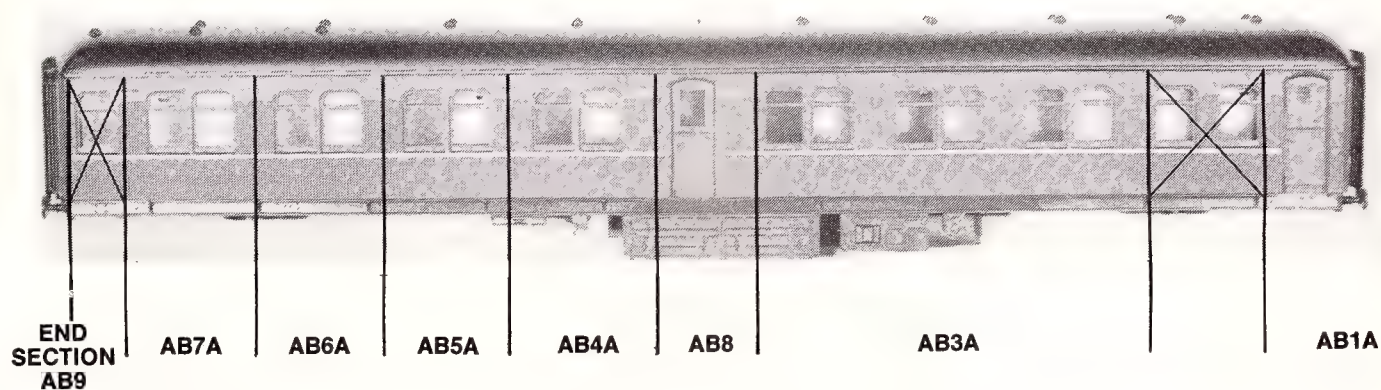
1 AB90 GALLEY SIDE



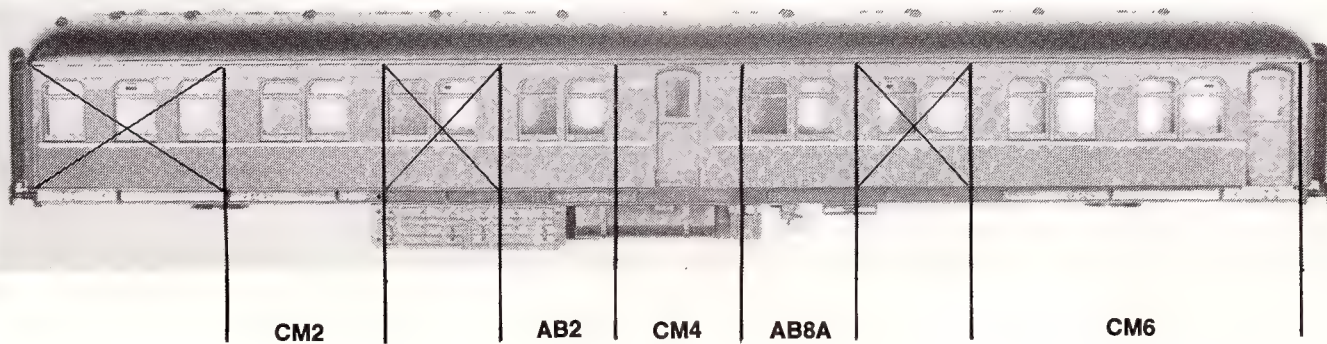
2 AB90 PASSAGEWAY SIDE



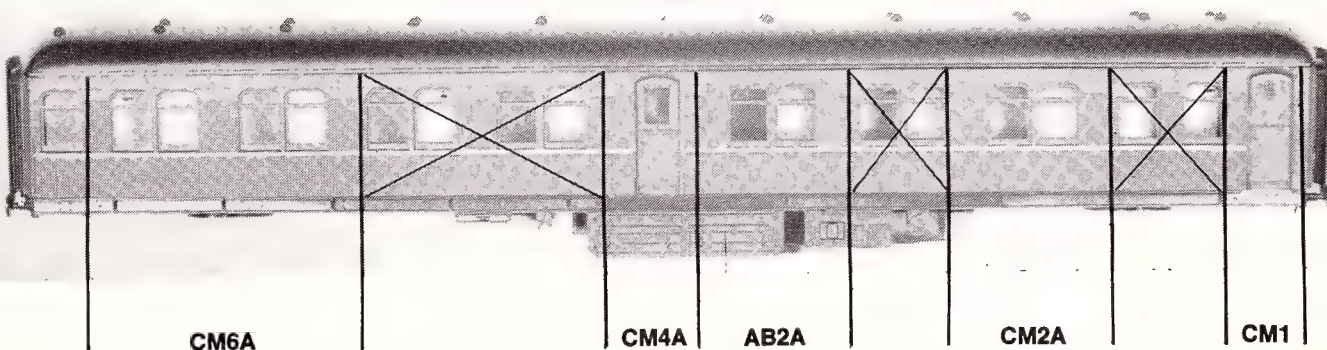
3 MBE No.1 SIDE 1



4 MBE No.1 SIDE 2



5 MBE No.2 SIDE 1



6 MBE No.2 SIDE 2

Step 9.

Sections AB5/5A, AB6/6A and AB7/7A are identical. All sides are filed down on the LH and RH sides until there are 4 matchboards alongside each window frame.

Step 10.

When filing is completed on all the above sections by using the mill file, there will be some visible filing flash. This must be carefully removed with the craft knife before proceeding to the next step.

Step 11.

Sections AB2/2A, AB3/3A, AB4/4A, AB5/5A, AB6/6A and AB7/7A can now be dry fitted, checked for alignment and flush fitting, and any necessary adjustments made. When everything is acceptable the parts can be assembled and joined together in their respective order.

Although I used Testors plastic cement, I found that its welding properties are quick and savage. A slower curing solvent (MEK) may not cause as much damage (if spilled).

Step 12.

Now cement the 180mm length of styrene along the inside floor of the assembled sections (2 to 7).

Step 13.

The LH side of AB1 is filed until there are 11

matchboards next to the door frame at window height, and the RH side is filed away until flush with the door frame. Dry fit, trim if necessary and cement into position.

Step 14.

File AB1A down to just before the end handrail on the front side where it joins section AB1. On the 'A' side the matchboard is taken down to approximately 5 boards from the door frame. Dry fit AB1A (in position) checking that the car end is square. Remove (cut) boards from the 1A side until the end is lined up and square, then fit together and cement in place.

Step 15.

File back the LH side of AB8A to leave one board clear of the window frame and the RH side is to be filed back to the edge of the window frame. Dry fit, adjust where necessary, then cement in position.

Step 16.

Section AB8, on the LH side is now filed back to leave one board clear of the doorframe while the RH side is trimmed back to 11 boards from the doorframe. Dry fit, check for alignment, adjust where necessary and cement in position.

Step 17.

Returning now to the car end cut out in

step 5. The rear side that butts up against AB8A can be filed down as close as possible to the end grab iron. The front side is then filed down until the end sits square when placed in position against AB8/8A. When all is correct, cement in position.

Step 18.

All the Letraset section numbers can now be carefully removed by using the craft knife or a Peco track rubber.

The main carbody is now complete and should be 235mm in length.

THE ROOF

Step 19.

From the existing roof file off all the vents, then, measuring 115mm in from the LH end, cut the roof (including the window glass on both sides) into two sections. Clean up the LH section and place in position in the car body. Cut and file the other section until it fits neatly into the car, mating with the other roof section.

The total roof length should be 236mm. When satisfied, remove both sections from the body and cement together, and at the same time cement some strips of styrene to the inside of the roof join. Also cement a thin strip of styrene on the lower inside edge of the window 'glass' of each side.

Step 20.

Referring to Diags.1 and 2, lay the strip of the 50mm wide masking tape along one side of the roof just above the ridging, and then press the tape down and over the other side of the roof. Cut off the overhanging tape along the top of the ridging for the full length. Cut across and remove the surplus tape 10mm in from the roof ends, thus leaving the canopy ends in bare condition.

Step 21.

Using the roof vent position diagram as a guide, mark the positions of the vents. The mushroom headed (panel pin) vent should also be positioned for the galley stove. Drill holes for the vents, position and cement same in place.

UNDERFRAME

Step 22.

Cut the battery boxes and generating equipment from the underframe. Try not to damage these. They are to be reused in relocated positions. Cut the 8 (body attaching) lugs from the top side of the underframe.

Step 23.

Referring to Diag.3, measure off 117.5mm from the LH end of the underframe (adjacent to the gusset). Repeat procedure on the other side and cut underframe into two sections. File the LH end square.

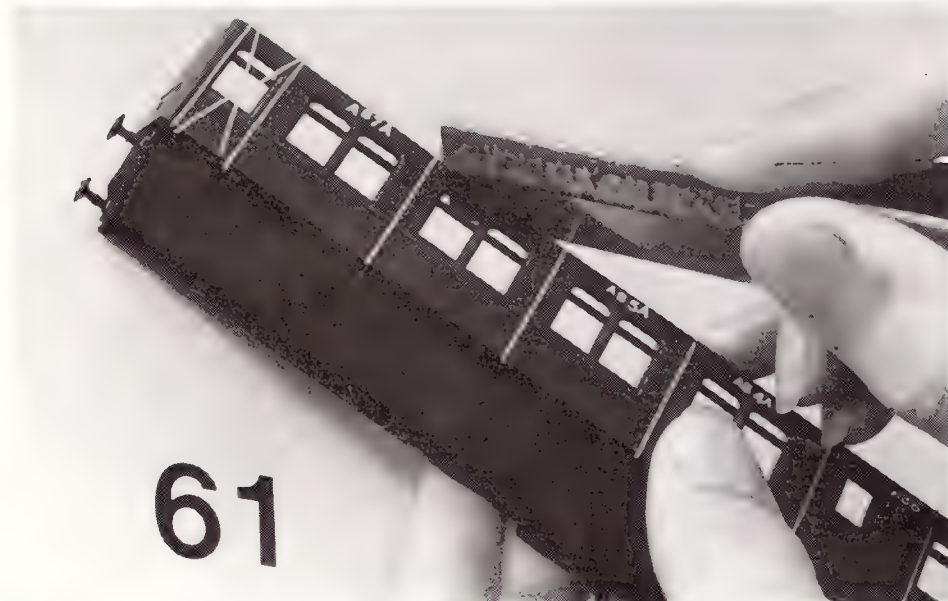
Using the longer RH section, cut 15mm from the (cut) end and file the edge clean and square. Dry fit the LH and RH sections together. Total underframe length should be 229mm. If any adjustment is required trim the RH section to attain the correct length.

Step 24.

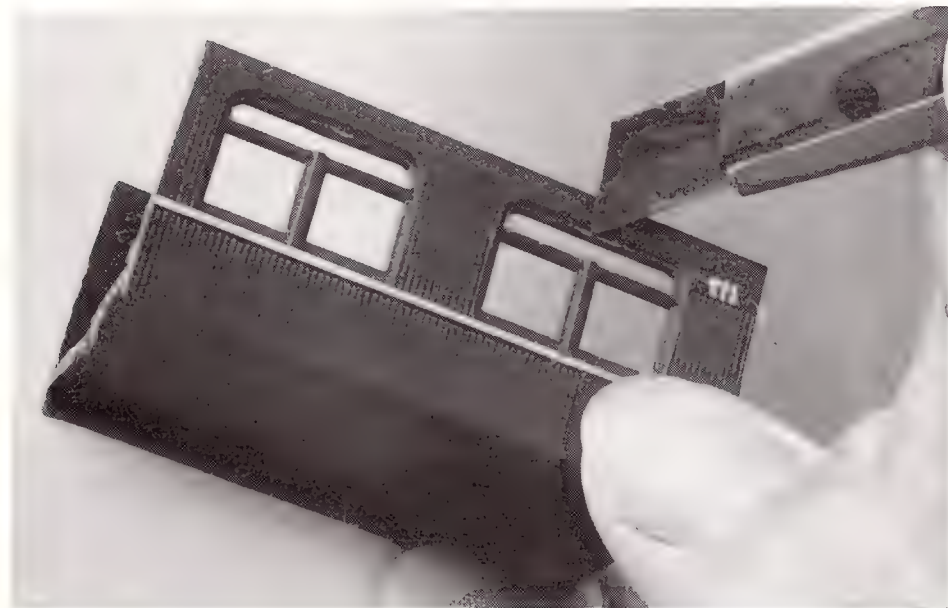
Cement the underframe sections together, then add some strengthening pieces of thick styrene (between the LH and RH sections) on the inside of the floor and inside the raised side body locating sills. Use sections of styrene to fill the holes in the floor, and cement in position.

Step 25.

Using the prototype plan as a guide make up the queen posts from 1mm brass rod. Form the truss rods from 0.5mm brass rod, using the



Removing the centre posts from between the crownlights. (Step 2.)



Trimming away the centre post formation. (Step 2.)

plan as a template. Drill holes for the queen posts just on the inside of the side sill. Fit the queen posts and truss rods in position, ensuring that the queen posts are the correct height, solder the truss rods to the queen posts and then super glue (ACC) the queen posts in position. Note that the truss rods are NOT parallel to the floor.

Trim the excess off the queen posts where they protrude through the underframe so that they will not foul the fitting of the carbody.

Step 26.

Reposition and cement the underframe detail using the plan as a guide. The two large pressurised water tanks were made from sections of 5mm (timber) dowel. The transverse water filling pipe was formed from 1mm dia. brass wire, and was super glued in position adjacent to and on the centre side of the RH queen post (looking at the front side of the car).

BOGIES and COUPLERS

Step 27.

The bogie bolster pin holes should be tapped out to 6BA. Attach the bogies to the body with 6BA screws being inserted through the underframe into the bogie bolster. Add a locknut on the track side of the bolster.

If using Kadee 5 couplers, it is necessary to first build up the mounting pad for correct coupler height with a section of 0.63mm thick styrene. The mounting hole is 3.5mm in from the outside edge of the buffer beam and in the bogie centreline of the car.

This will allow the car to negotiate 30 inch (750mm) radius curves (as long as other twelve wheelers are similarly treated).

: FINAL FITTING

Step 28.

Mark the underframe 12mm in from the bogie pivots in toward the centre of the car. Fit the carbody to the underframe and then drill 6BA clearance hole through both the underframe and the car floor. Using 6BA screws and nuts, secure the two sections together and then snap the roof into place.

AB90 is now completed and ready for painting.

PAINTING

Since AB90 has been built in original condition, it is necessary to finish the car in varnished timber. The varnished finish is not as formidable as it seems, and an acceptable appearance can be attained by the following method.

Step 29.

Before removing the roof from the body (again), scribe a fine line onto the glass along the lower edge of each crown light. Repeat process for both sides and dismantle the model by reversing the assembly procedure.

Run a strip of masking tape along the inside of the window glass with the top edge of the tape 0.5mm below the scribed lines. Remove the tape from the position of the three front LH windows and door. Completely mask the inside of the glass behind the other three doors and the two end connection doors. Now complete-

ly mask the outside of the window 'glass'.

Using a very weak mix of Floquil RR11 Reefer White, lightly spray the inside of the roof and glass area so that the glass has a semi-opaque appearance. Do not apply RR19 Barrier for the slight crazing helps to give the desired effect. It is wise to have a few practise tries on some off-cuts to gain some experience.

Step 30.

Apply Floquil RR19 Barrier to the bare roof ends, body and underframe. Apply Floquil RR14 Metal Conditioner to the bogies, queen posts and truss rods.

Step 31.

Paint the roof body, and vestibule connections and some MBE body off cuts Floquil RR73 Rust. Allow to dry and cure.

Paint the underframe in the shade of black of your choice. Paint the 'steel' ends of the vestibule connections Floquil RR141 semi-gloss Black and also the beading 'timber' around the lower edge of the canopy roof.

Step 32.

Allow the body to dry for 48 hours, and then the varnished wood effect can be applied. First make up the following 'stain' from Floquil paints:-

- 1 part RR10 — Engine Black
- 5 part RR74 — Boxcar Red
- 6 part RR1 — Dio-Sol
- A few drops RR5 — Glaze.

Now for the tricky bit — Using a No.6 paintbrush, *quickly* paint the stain onto an offcut section of MBE. Finish off with the final strokes going in the direction of the woodgrain, ie., horizontal for the headboards and vertical for the matchboard panelling.

When this lot has dried you will notice a certain patchiness in the finish. Do not try to touch up over the stain as the results **will** be disastrous. If a more even finish is required, add a few drops of RR2 Retarder to the stain and try again on another offcut.

When satisfied with the result apply the stain to the carbody to attain the woodgrain effect and degree of weathering, then leave to dry for at least 48 hours.

Step 33.

Apply the decals to the carbody. For 'Dining Car' and 'AB' MnJ decal sheet No.2205 were used. The '90' came from smaller numerals off the Mansfield 442 class diesel decal sheet. (The numbers are slightly large, but they are the closest I was able to find).

Step 34.

Paint the car lamp and marker board

brackets black. The handrails on the ends of the car can also be painted black.

Using Humbrol No.54 Brass and a very fine paint brush paint the door handles and the handrails each side of the doors.

Step 35.

Seal the roof and underframe with Floquil RR15 Flat Finish. Remove masking tape from window glass area.

The varnished timber should be given a (slight) shiny look and the following method proved successful. Mix up the following from Floquil paints:-

- 2 parts RR15 Flat Finish.
- 1 part RR5 Glaze.

Now seal the body with the flat/glaze mixture.

Step 36.

Leave the model in pieces for a week to allow all the painting to completely cure, then carefully reassemble the car (not forgetting the diaphragms) and put it into revenue service on your long distance expresses.

Acknowledgements.

Many thanks to Glen Hargreaves of the Warrimoo Model Railway Club for the inspiration to tackle the Lima cars.

References.

N.S.W. R.T.M. publication **ROUNDHOUSE** issues:- October 1976; October 1980; July 1982 (pg.8).

Passenger Cars of NSW by Len Clark. ■

ADDENDUM TGR CE WAGON

With reference to the article entitled 'An Off The Shelf Kit for the TGR Modeller' published last issue.

Since the article was written, shunters steps are being refitted to the CE wagons, so that step of the construction must now be undertaken. One further wagon has been delivered but this differs in several respects to CE 1 and CE 12. The correct size AN symbols for these wagons are now available through BGB as Set 32 (see review, AMRM October 1982). ■

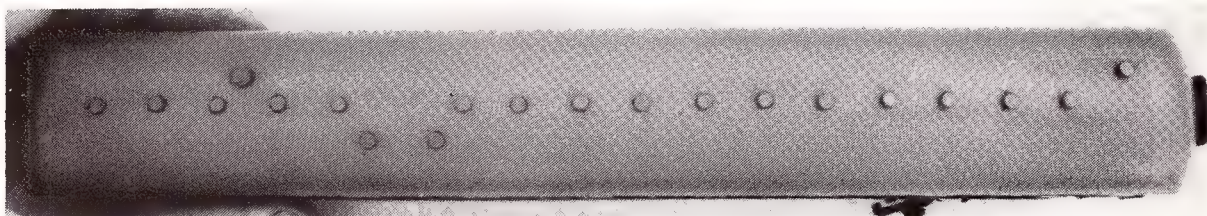
NOTICE Australia Day Exhibition Birkenhead Point

The raffle for the HO scale layout and train was won by Mr.Keon of Sylvania Heights.

The Roundhouse raffle of parts and accessories was won by Mr.E.Flowers of Moorebank.



The floor strengthening piece in place (Step 12.).



Roof vents in position.

Vicrail 4 Wheel Wagons in 'N' Gauge

Peter T. Ennis describes the conversion of Roco 'N' gauge models for use as Vicrail rolling stock.

The two if's! If you model Vicrail and if you use Rapido couplings these notes may give you an idea or two?

Because I have a personal thing for metal wheels, I have found that Roco products suit me for four wheeled stock yet Minitrix with plastic wheels are able to be converted with

the same ease.

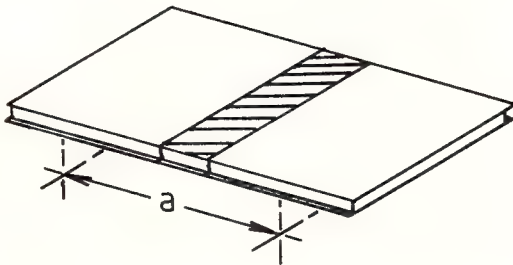
All the following Roco product numbers listed, indicate the Roco wagons that can be shortened to suit the 11'6" wheelbase:- 2300, 2310, 2312, 2317, 2325.

All of the following Roco product numbers can be shortened to suit the 15' wheel base:-

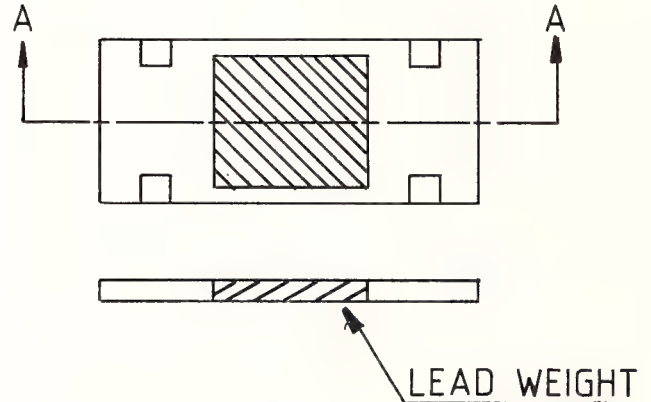
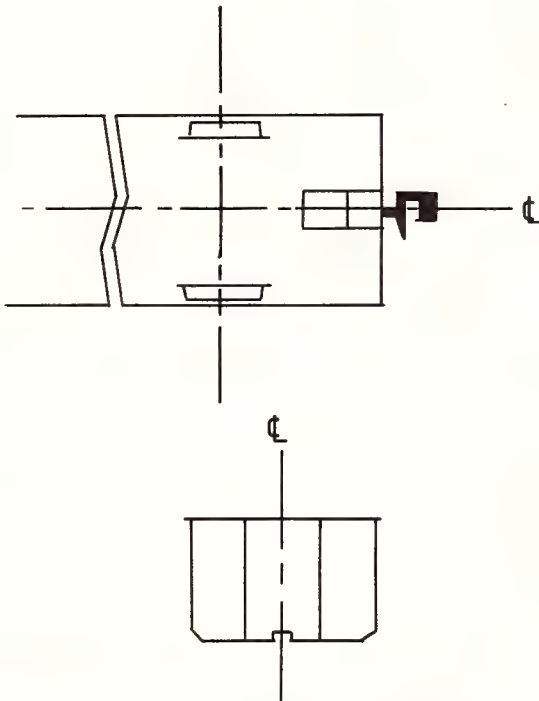
2311, 2306, 2315, 2321, 2323.

With drastic rebuilding of the underframe Roco product number 2301 can be rebuilt to achieve axle centres of 10'6" or 17', permitting 'W' workmans vans to be built.

Following is the method for modifying the 11'6" wheelbase:-



STEP 1. Remove shaded centre section to establish correct axle spacing (a).



STEP 2. Before glueing the two halves together, remove the shaded section to allow for the lead weight. If the wagon is to be a box or tarped wagon, just put the weight inside the body. Now glue the halves together.

STEP 3. (Not applicable to 2301 conversions).

Now remove both couplers and the shaded section. Before glueing the couplers back-on glue a piece of 0.010" (10 thou.) plastic to the top of the underframe so that when placing the couplers in the new position they will be at the correct height. The only adjustment is making sure that the couplers are central to the underframe. If the wagon is a flat wagon a checker plate pattern or simulated wood pattern section of plastic should be glued in place instead of the plain surfaced type.

NOTE: For 'GYs' etc, that have a continious steel end plate, a one millimeter section is removed to allow the coupler to rise correctly when coupling.

THE DIODE

What is a Diode?

A diode is an electronic component which allows electric current to flow in one direction only. It is a very useful piece of apparatus used in the electronic side of model railroading. I first used two 12v silicon diodes inside an old Hornby 'B' class locomotive in such a way that when it goes forward the front headlight would operate only, and when it reversed, the rear headlight (only) would operate. This gave the locomotive a more realistic appearance.

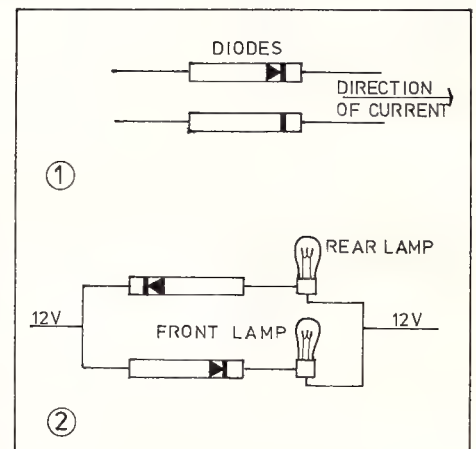
The diode looks like a thick piece of tubing pushed onto a section of wire. The diode lets

the electric (DC) current flow in the direction of the indicated arrow on the outside of it or towards the opposite side of the banded end of the diode depending upon which type you use. (See Fig.1)

To help explain how I wired up these diodes in my 'B' class, a simple diagram is provided (see Fig.2). It is best to experiment yourself, and see what you come up with.

I have found many other uses for this component, and you will too if you think about the many other possible applications.

Brian Cuskrin.



IDEAS ABOUT POWER SUPPLIES

OF

What to do when there's nothing to do.

by Ian Weickhardt.

Several years ago I was plunged into the frustrating situation of having no layout and no workshop, after having enjoyed five happy years of developing and enjoying both a workshop and a layout. The situation arose because we had moved to a new home, and the garage that would eventually house the new layout and the new workshop was still just a dream. Although it is hard for any modeller to be happy without a layout, it is even harder for *this* modeller to be happy without a workshop.

Nevertheless, there was something that could be done. There was plenty of time to think ruefully about 'doing things better next time'. One of the areas to benefit from this enforced time of thinking was that of layout power supplies. On my old layout, the transformers, rectifiers, and other items had all been *wired in*. That is permanently connected into the layout wiring. There was no simple way to remove a power supply such as one of my home-made 12 volt traction supplies and take it anywhere.

It appeared that there was no need to. Each supply was easy to get to, and rarely developed faults. But when it came to moving day, all had to be dismantled. The wiring to the control panels unsoldered and removed, and everything packed away in crates — to wait the erection of the garage at our new home. Although it was possible to set up a short section of track to run a loco and a vehicle or two, there was nothing available to power the loco.

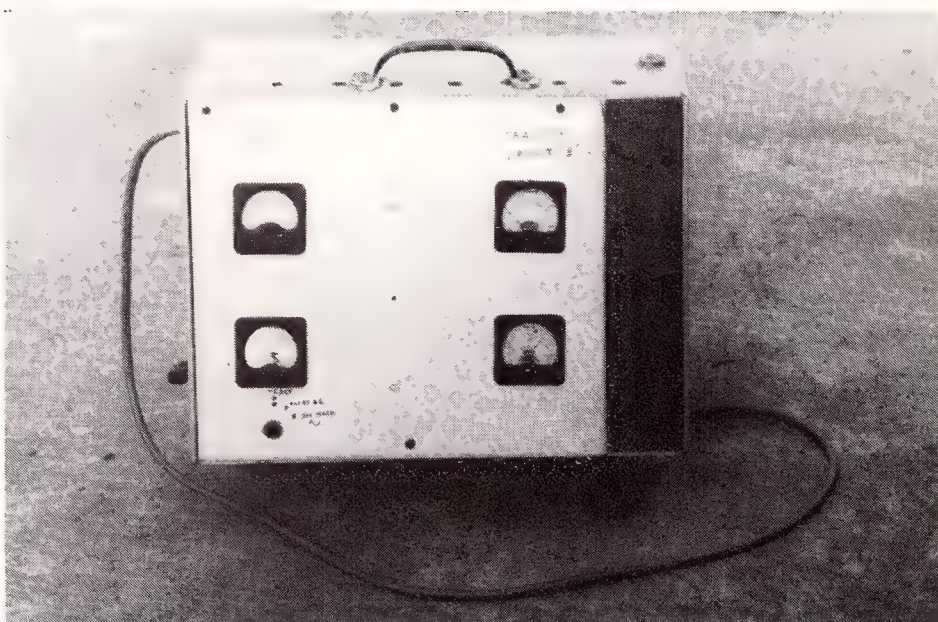
So in that time — to think about 'doing things better next time', I planned out a number of areas in some detail. One such plan was for a completely new approach to power supplies for the new railway. The main features are as follows:

- All supplies together in a single cabinet.
- Each power supply to have an easily-replaced fuse in the output circuit.
- An indication that the main power is on. This is given by a lamp wired across the 240 volt supply. As well as giving visual indication, it saves a voltmeter.
- Each power supply to be monitored by a voltmeter.
- Each of the two 15 volt traction supplies to have its own ammeter.
- The power supply cabinet to be capable of simple connection to and disconnection from the layout wiring.

The supplies to my layout consist of two 15 volt 4 amp DC supplies for the traction, one 20 volt 2 amp DC supply for signal relays, one 2 volt 3 amp AC supply for signal lamps and one 16 volt 3 amp AC supply for point motors.

The overall circuit is shown in Diag.1. All the parts for these supplies existed from the previous layout — but now they were to be grouped in the one cabinet.

The transformers are a mixed bag. The point motor supply for example is an old 'Ferris' toy train transformer. The others were all scavenged from old valve-type radios. I pulled the secondary windings off one such transformer and put on a new secondary winding consisting of enough turns of 16 gauge enamelled wire. (I found that 4 or 5 turns gave one volt, so 70 turns gave 70 volts.) One transformer had enough 6.3 volt and 5 volt windings to enable me to hook up a secondary grouping that gave 17 volts input to a rectifier. My trac-



Diag.1. The sloped front of the power supply box. Note the vertical row of 'terminals' on the right. These are the fuses for the various supplies. See text for details.

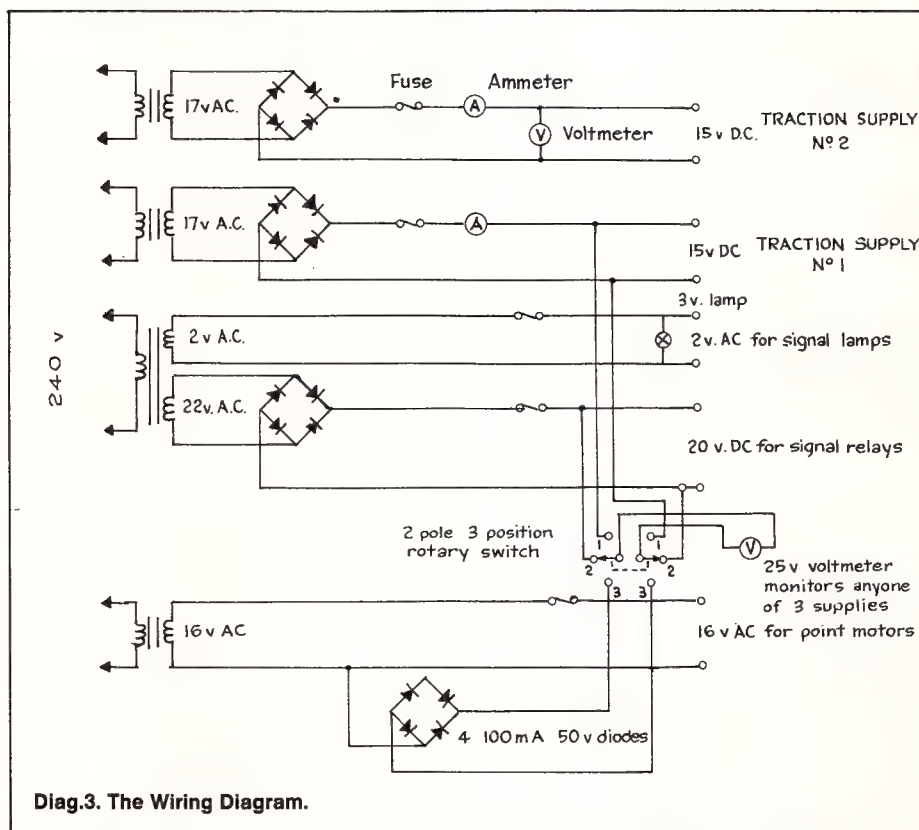


Diag.2. The terminal strips on the rear of the box.

tion rectifiers are silicon bridges, obtained from electronics shops.

The Cabinet.

This is a simple sloping-front box (Diag.1). The front is attached with four wood screws to allow easy removal. The meters are all mounted in the front. The fuses are also mounted on the front of the box. The box itself was easily come by. It was a cast-off from work — far too good (for this magpie) to be allowed to go to the tip.



Diag.3. The Wiring Diagram.

Fusing.

This is very simple. The output of each of the power supplies is fused with a piece of 5 amp fuse wire. The mounting for each fuse consists of two 5/32" screws each having a wing nut for securing the fuse wire, as shown in Diag.1. Many years ago a couple of potentially expensive accidents with power supplies that were not fused (and frustration with circuit breakers that didn't) convinced me of the wisdom of fuses for power supplies of this kind. Spare fuse wire is kept on a spool screwed to the top of the box.

Voltmeters.

As I only had 2 voltmeters (both ex disposal), I had to think out how to monitor five sets of voltages with two meters. I solved this as detailed in Diag.3. One of the voltmeters is connected straight across the No.2 traction supply. The other voltmeter is connected via a switch to the No.1 traction supply, to the 20 volt DC relay supply, and to the 16 volt AC point motor supply. (A small rectifier unit converts this AC to the DC required by the voltmeter.)

The fifth supply (2 volt AC for lamps) is not monitored by the voltmeter. Instead, a 3 volt torch globe is wired to the 2 volt supply. The

globe is behind a red 'bezel' (lamp cap) in the front panel, and gives the 'mains on' indication.

Ammeters.

As I had two ammeters, I simply wired one into each traction supply. They are in the traction supply to monitor current drawn by locos. This helps no end with checking performance (eg. weak magnets or excessive friction drag lead to excessive currents), and also in fault finding. For example, my locos (other than the electrics which have pantographs) pick up via stud contact. (Ian is an 'O' scale modeller.Ed.) At points and crossings, especially newly laid ones, a loco running slowly will occasionally stop dead. The relevant ammeter tells me the whole story at a glance. If it is showing a high current, there is a short circuit from the studs to the rails via some part of the loco.

If no current is indicated, there is an open circuit. This is usually because the skate has run onto a stud that has not been connected.

Simple Connection and Disconnection.

For the outputs, this was provided by bringing the outputs of all the supplies out of the back of the box to a *barrier strip*. A barrier strip consists of pairs of screw terminals on a plastic base, with plastic *barrier* ridges between

adjacent screws. (See Diag.2.) The wires to the layout are connected to the second screw on each of the two-screw plates.

For the mains connections, the most important consideration is safety first. Considerations of convenience are second. The alternative, unfortunately, is all too often a box of sparks that is a fire risk and a source of lethal electrical shocks.

Each power supply should have its own 240 volt power cord. If you bought power supplies ready made, this should already be okay. If you build your own, have the 240 volt wiring done and checked for safety by a suitably licensed electrician.

Once the power supplies are installed in the box all the cords come out of the box, and can be plugged into one of those handy 4 outlet blocks now available on the market in shops. Individual cords means that a faulty power supply is easily disconnected from the 240 volt mains. Just watch that 4 outlets box however — the family will find many other uses for it!

Over the years since setting this up, I have at least twice taken trains, track and power supply to a local school fete or similar event and run the trains. Truly a portable power supply.

If I move house again, I will not have to re-think power supplies again. *Think about it!* ■

KITBASHING DECALS

by Frank Gogarty

Due to the increasing number of local models becoming available I recently made a decision that others must be considering. Purchase wholly N.S.W. and to heck with kitbashing, substituting or putting up with.

With tongue in cheek I must also admit, mainly for sentimental reasons, to hanging on to some early attempts to gain N.S.W. types. However, thanks to those who are now producing our requirements, we can all aim to improve our standards by process of elimination and replacement, as time and finances permit.

In this restructuring programme that I have now commenced I intend to nationalise my locomotive roster and reshop purchased prototype models and eliminate rebuilds that are not up to standard.

My first major reshop was 4469. The power plant was from 4303 which was an Athearn PA1 with body suitable worked over. I think most modellers would be conversant with the shrinking process to power a 44 from a PA1. There are no hassles with the mechanical changeover or fitting of pilots. It is only when you deliver the locomotive to the paint shops and request it come out as 4487 in the new (1980-1981/2) paint scheme that you hear funny noises from the foreman painter about lining and no flamin' decals available for that caper.

After several trips to hobby shops, stationers, etc., for transfers, Letraset or anything suitable I finally resigned myself to going back to the old fashioned "kitbashing", only this time not bodywork but decals. This may not be new to some but it sure was an experience for me. After three attempts I just about have it.

As we know, the (then) new SRA locomotive paint scheme reverses the colours on the ends of the loco. Tuscan Red lines where yellow used to be, and vice versa. Only one problem — On 44's the yellow lines were 'whiskers' on front and rear. Have a look now at the repaints . . .

Solution: Take any line decals and paint them.

Method: Paint the base yellow colour on locomotive fronts.

Take any decal sheet with preferably wide lines on them (45, 48 from MnJ Decals). Separate the lines intact with backing from other details on the sheet. Use scissors so that the decals do not curl. (See Diagram 1)

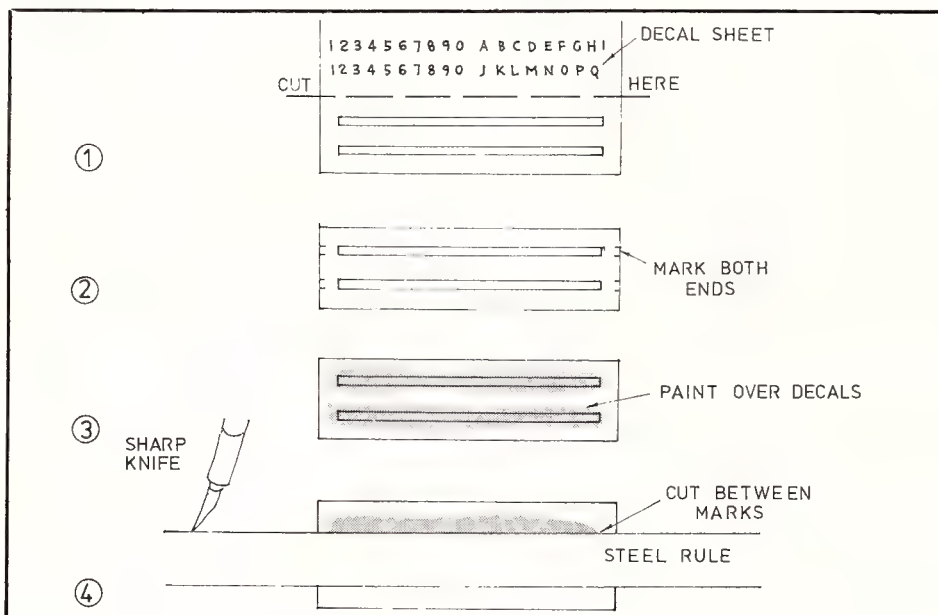
Place required decal on flat smooth surface e.g. glass or laminex. Mark ends of sheet as in Diagram 2. Proceed to paint over decal lines, overlapping as much as possible. (See Diagram 3)

N.B. I use S.R.A. Tuscan Red as supplied by hobby shops. Allow a couple of days for paint to really dry, as the next step requires cutting with a knife.

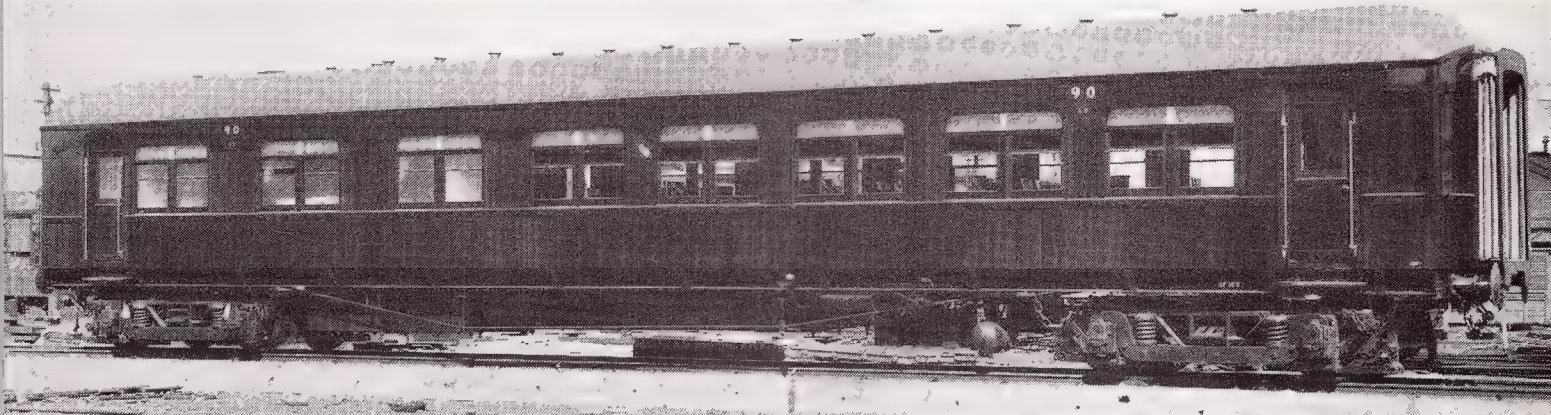
Now, depending on how wide the original decals were, and how wide you want your lines, you now cut what you want.

The end marks indicate where the decal is hidden under the paint. With a straight edge and a sharp Exacto type blade cut along one edge of the decal, mark to mark (Diagram 4.). The next cut will be to the width required. Cut this strip to length required, drop it in water as a normal decal, fit to locomotive in position, slide backing paper out and, HEY PRESTO — it works.

I worked the three 'whiskers' onto the locomotive first then the 'V' formation on the front. The No.2 end is treated the same way. Paint all yellow then add the three fine Tuscan Red lines to position.



N.S.W.P.T.C. 'AB90' DINING CAR



AB90 as built, complete with the double window crownlights and varnished timber finish. Photograph by courtesy of the State Rail Authority of New South Wales.

The oldest N.S.W.G.R. dining car in existence at the moment, AB90, forms the subject of this article. This vehicle gave almost half a century of service prior to its retirement in 1976 to the Rail Transport Museum at Thirlmere.

Dining car AB90 was assembled by Eveleigh Carriage Workshops, Redfern, N.S.W. in September 1926 as the refreshment facility for the Royal Train scheduled for operation early in 1927. The principal purpose of the visit by the Duke and Duchess of York (later King George the Sixth and Queen Elizabeth, now the Queen Mother) was the opening of Federal Parliament in the (then) new Parliament house at Canberra. However the Royal Party attended other engagements during the tour; consequently, a considerable amount of train travel was involved.

The dining car, intended as a replacement for the venerable AB41 of 1881 vintage, consisted of a new body mounted on a second-hand underframe and riding on a pair of bogies twice removed from their original role. The frame, built in 1912 for the SG class State Governor's coach, became surplus in 1926 when the present undercarriage of the vice-regal saloon was fitted to that vehicle. Originally, the SG car rode on 2AF type 4-wheel 'Dean' bogies, but these were replaced during 1924 by the prototype trucks fitted to pre-production 'Bradfield' car EBB 2212 (now preserved C 3045). This carriage, of course, appeared in 1923 as the last, not the first (as intended), 'Bradfield' unit!

The bogies used under EBB 2212, and later transferred to the un-numbered SG, were known as the 'Randwick' type, having been erected at Randwick Tramway Workshops from parts made at Eveleigh. Preference given to the familiar 'A' type motor bogie for suburban traction meant that the test pair were never motorised. So, by the time of the initial electrification in 1926, the 'Randwick' trucks were redundant. They were to serve as part of AB90 until the mid 1930s.

In appearance, the new dining car adopted many features associated with the contemporary 72'6" (22.1m) rollingstock. Apart from its non-standard body length of 68'4" (20.9m), however, the carriage differed in a number of details, including the side windows. In later years, many of the unorthodox fittings were standardised in line with the vehicle's larger

Research and notes by Paul Rogers. Plan by Roger Porter.

cousins. External changes which occurred to AB90 included the replacement of the crown lights, removal of the side door at the dining saloon end of the vehicle and the repanelling of the bodywork, the last alteration taking away the attractive matchboard finish which was a common characteristic of the N.S.W.G.R. timber bodied coaches.

By 1935, the 'Randwick' type bogies had given way to a pair of 2BC series 8'0" (2.44m) wheelbase units. These 4-wheel trucks are to be found under some KB, MHO, MHX and VHO class vans. In 1969, the side buffers and screw couplings disappeared from AB90, and in their place came plate buffers and automatic couplers. At the same time, through-wiring at 415 volts A.C. was installed along each side of the underframe to permit the dining car's use between locomotive hauled air conditioned vehicles.

There is some doubt as to the exact time the kitchen windows were made into half windows, although it is thought it may have been at the same time as the recladding of the panelling.

The layout of AB90 remained static throughout its career, although the original seating format of 30 (arranged in 2 + 1 rows) increased to 40 persons accommodated in 2 + 2 style. A few years before its withdrawal, the carriage was uprated to 48 diners, the standard capacity of current Australian dining cars. The entrance vestibule at the food preparation end of the vehicle was fed by a door on each side of the car, corridor connections being fitted at each end of the AB to allow access to adjoining coaches. A side corridor led from the entrance vestibule to the dining area. The car tared 48 tonnes, and was load rated at 52 tonnes.

The standard finish for the N.S.W.G.R. coaches in the 1920s, varnished teak, became AB90's external appearance for many years. The words 'Dining Car' were applied to the car shortly after its introduction. After the Second World War, Tuscan red, buff lining and gold lettering and numerals, together with the word 'Dining Car' above the windows in the centre of the bodywork, adorned the vehicle. The sys-

tem's 'belted' crest was applied in 1970 prior to the cars's use on the Western Endeavour.

Following the Royal Tour of 1927, AB90 served on the Broken Hill Express, the first regularly scheduled dining car train in New South Wales. Sharing these duties with AB41, the new restaurant car appears to have been eventually placed in the position of shouldering the entire load, as by the early 1930s the diner was rostered to work only between Sydney and Condobolin — possibly the age of the older vehicle was beginning to tell. The conversion of the two MCX type composite sitting cars to AB diners in 1934 eliminated the need for regular operation of AB41, although wartime conditions a few years later saw its brief return to active service.

Between 1927 and 1933, AB90 was requisitioned for 'Reso' and other special trains. On occasions prior to 1932, it had need to operate north of South Grafton — and may have been the only N.S.W.G.R. full dining car to travel across the Clarence River on a train ferry. One of the photographs in the July 1982 issue of (RTM) Roundhouse illustrates this working. Readers should also note that this photo displays the side of AB90 opposite to that portrayed by the builder's photograph.

In 1937, the Silver City Comet's diesel-powered, air conditioned coaches dismissed the Broken Hill Express and its conventional stock. Two years prior to that date, however, the AB dining car assigned to this service had been replaced by a buffet coach of RFX pattern. Trials with dining cars on the Melbourne limited Expresses between Sydney and Goulburn during 1934-35, and on the Brisbane Limited Expresses between Sydney and Taree during 1935-37, were apparently unsuccessful — so three surplus full restaurant cars were now to be found on the N.S.W.G.R. register.

The trio of 1937 had been reduced to a single representative within a couple of years — AB90 remaining as a dining car despite the conversion of its two longer sisters to first class buffet-parlour coaches of the RBM layout. These vehicles, each of which carried the AB coding for no less than three separate periods in their career, will form a second article.

By 1942, enemy action in the South-West Pacific caused the formation of several ambulance and special military trains. In February 1942, AB90 was attached to Ambulance Train



The passageway side of AB90 is illustrated on this S.R.A. of N.S.W. photograph. AB90, in the photograph is on the SS Swallow crossing the Clarence River. Further details of this unusual rail operation can be found in the July 1982 Roundhouse published by the N.S.W. Rail Transport Museum.

No.1, and remained in this rake until replaced by AB92 during February 1944. Following the Second World War, AB90 led a low-key existence for many years, although it achieved distinction in October 1959 as part of the only rail enthusiasts' tour ever hauled by a D57 class locomotive.

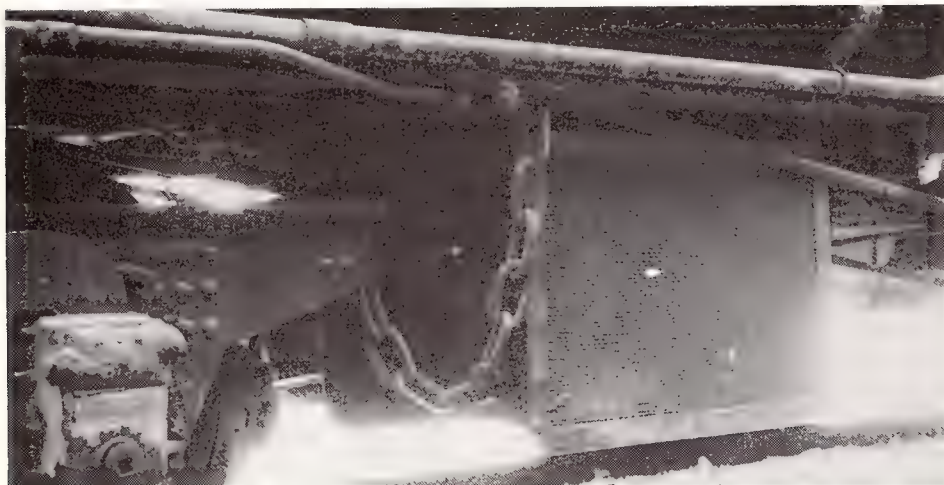
Eleven years later, in August/September 1970, AB90 worked between Sydney and Port Pirie on the historic Western Endeavour. The

remodelling of Sydney terminal Station's dining room a few years ago saw its use as a stationary refreshment facility at that location. Relief interstate expresses, enthusiasts' trips, social occasions and business conventions also provided profitable use of AB90 during the 1962-1975 era.

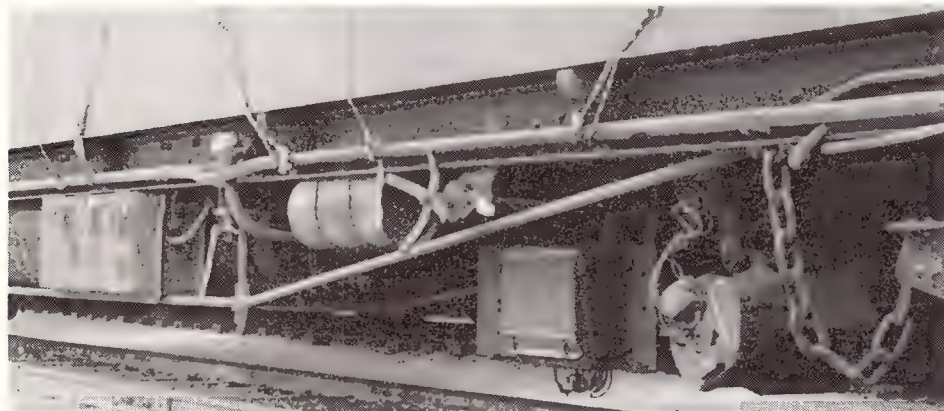
The major reason for the retention of AB90 during the 1960s and the early 1970s was its ability to deputise for buffet-diners used in

daylight express sets. In 1969, the car received the necessary modifications (to which previous reference was made) for its operation between locomotive-hauled air conditioned units. The longer AB cars returned to the third use of that code during the 1960s to form a pool of dining cars with AB90 for this purpose.

By 1975, AB90 had been rendered surplus to requirements, possibly as a result of the appearance of the first ABS conversions from buffet-diners. In November 1975, the State's oldest surviving dining car was removed from the coaching stock register. This historical significance of the carriage secured its preservation at Thirlmere in 1976.



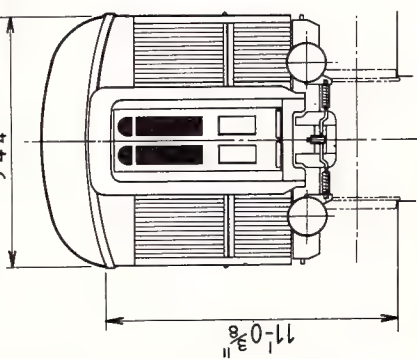
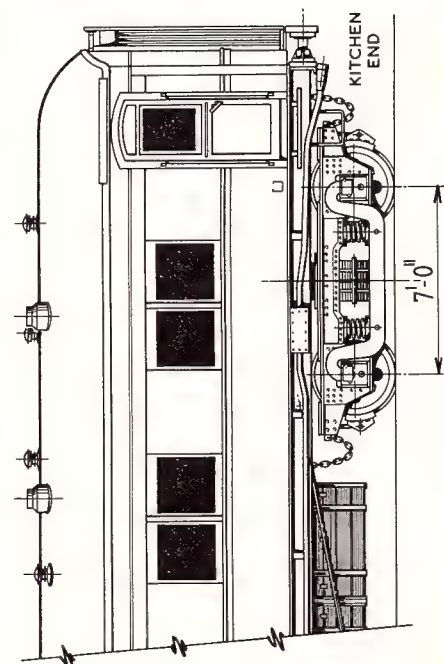
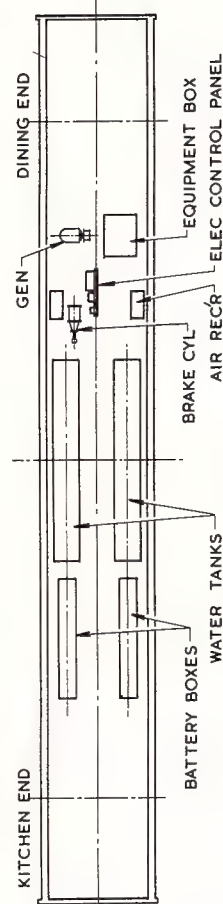
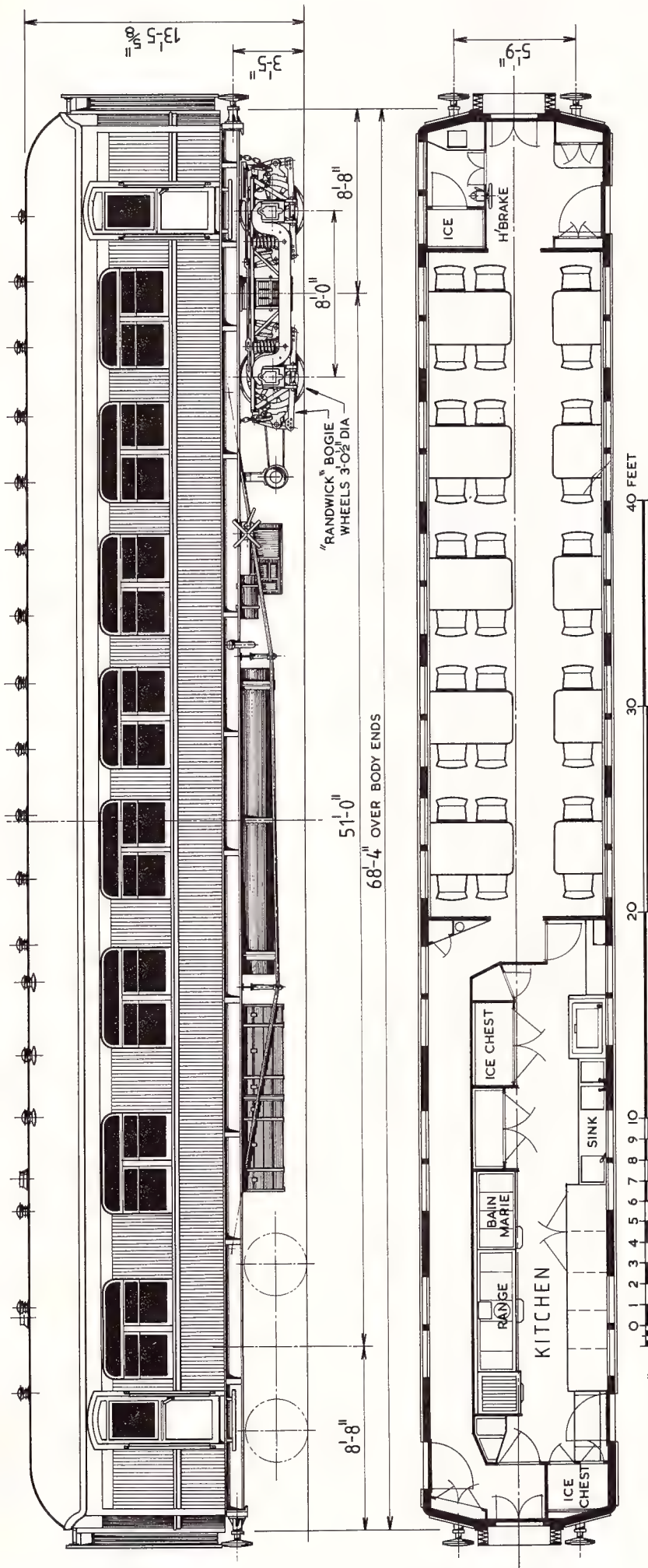
Detail of an equipment box under the car.



The above photo illustrates some of the equipment under AB90 as well as emphasising an unusual aspect of this car. Note the point of junction between the queen post and the truss rod. Compare this with other photos to see that the truss rod was not parallel to the side sill of the car, the difference being in the adjustment on the queen post. Not also in the photo above that there has been a few alterations and additions to the undergear.

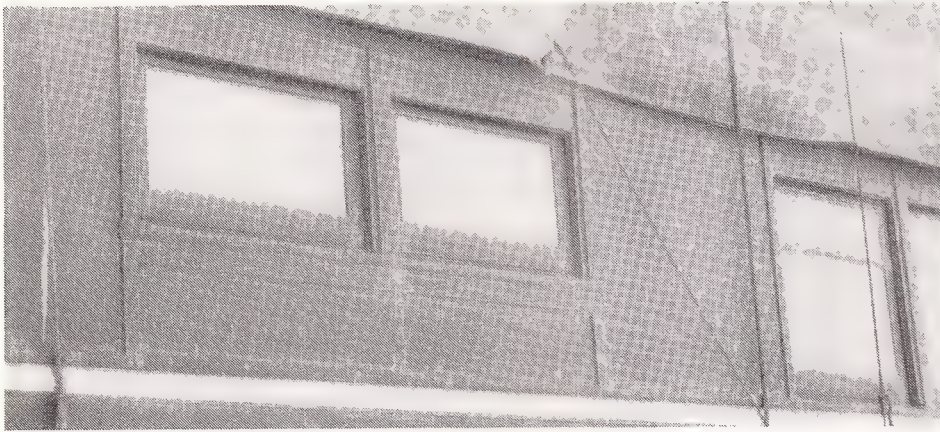


The end section of AB90 after rebuilding. Note the electrical connections on the end sill. Paul Rogers photo.

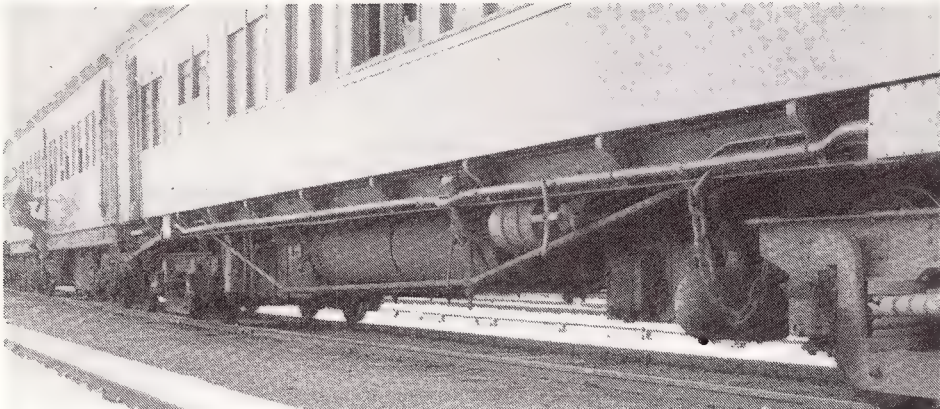


N.S.W.G.R. DINING CAR "AB90"

Scale: HO. 3.5mm : 12" Drawn : Roger Porter.



After rebuilding the crown lights were removed, the T & G boards replaced with plain panelling and the galley windows modified. The above photo, taken of AB90 at Thirlmere by Neil Graham illustrates the variation in the galley windows.



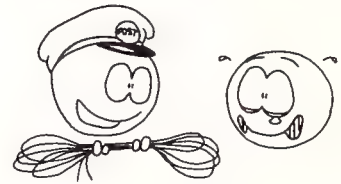
The underfloor section of AB90. It should be noted in this photo that the car is still clad in the T & G boards and that the galley windows have been altered.

References.

1. 'Meet the Exhibits: AB90', N.S.W.R.T.M. Roundhouse, Vol.14 (October 1976); pp.23-27.
2. Peter Neve, 'Grafton Train Ferries', The Railway News, Vol.29, No.3 (May/June 1977); pp.43-47
3. R.S.Fooks, 'To Moss Vale with 57-Class', A.R.H.S. Bulletin No.267 (new series), January 1960; pp.6-8
4. PTC/SRA Archives
5. Author's notes
6. N.S.W. Digest (various issues)

SUBSCRIBERS

The June 1983 issue will be published on May 22, 1983. If you have received a renewal notice in the last few weeks, the renewal money and note has to be returned to the AMRM office by April 22, 1983 so that your subscription may be continuous. — Editor.



"You the bloke who ordered ten feet of nickel silver rail?"

ADVERTISING DEADLINE.

The deadline for advertising for the June 1983 issue is April 6, 1983. Please be early. — Editor.

MAILBAG

Sir,

'The NZR Model Situation'

I read in recent issues of AMRM enquiries regarding the availability and suppliers of New Zealand prototype model railway products.

To this end there is a society in New Zealand, named 'The New Zealand Model Railway Guild' which caters for NZR modellers. From this source comes "The Journal", published six times a year, Feb, April etc. The Guild also publishes plan books and organises area meetings and conventions.

The subscription year ends in June with the 1982-83 subscription at \$NZ13.00. New subscribers receive the relevant back issues for the subscription period. The Guilds address is:-

P.O. Box 1183,
Hastings,
NEW ZEALAND

From the various manufacturers (in Sn3½" scale) there is a selection of locomotives available. These include diesels Da, Dg, Di, standard railcar. The steam side is a little sparse the 'Wf' the only kit. Shortly a Ww steam loco will appear along with an 'A' class locomotive. Future (1983) diesels include Dc, Db, De, possibly Dsc, Dj, and Df (new).

On the rolling stock front there are over 50 kits of passenger cars, vans, stockwagons, etc.

In the larger scale of 9mm per foot, running on 32mm gauge track, scratch building is generally the way of providing yourself with a railway. A few castings are available to help.

Any further information can be directed to the writer and I will endeavour to assist.

K.M.Clough
Guild Auckland Area Rep.
31 Helleur Street,
Massey, Auckland.
New Zealand.

Sir,

In reference to the article by David Allen on the 'FE' conversion in the January 1983 issue of AMRM I would like to make an observation which modellers may find useful. The model illustrated, FE 712, requires external alteration for the period exceeding

the late 1960s. This would take the form of plywood panelling on the sides replacing the matchboard panelling. A photograph of FE 712 appears in Len Clark's book 'Passenger Cars of the NSW' which shows the vehicle as at June 1967 with matchboard sides but retaining the crown lights.

I am not certain as to the exterior of FE 631 for the same period. Perhaps a reader may be able to assist here. Hoping that this may be of interest.

Bradley Hinton
Wahroonga. 2075

Sir,

Regarding the unusual GLX van 29470 depicted on page 41 of the December 1982 AMRM, I have considered a number of possibilities since taking that photograph in Canberra during February 1977. Incidentally, in its present black (i.e. gunmetal lacquer) livery it now carries the NLGX coding.

It may well be that the vehicle was reconstructed in this manner for tests involving new types of louvred and semi-louvred vans. Built as LLV 29470 and commissioned during November 1958, it became available for tinplate carriage as TLV 29470 in August 1968 — the only TLV/TLX type van, as far as I can ascertain, to undergo this coding change. Was it damaged, and the opportunity taken to rebuild it as some form of test vehicle? Certainly, there seems to be some reason for it not being repaired and sent back into traffic as a TLV/TLX van.

I imagine that the large plate on each side of the wagon is the panel which once displayed 'N.S.W.R.' — there are still a few 45"0" louvre vans in traffic which have retained this feature (like 29470, the panels are painted over). For the TLV/TLX class van, the plate was painted in the body colour of silver, with the lettering appearing in black. Some of the tinplate vans had this feature in the 1960s, but like their GLV/GLX and HLV/BLV/HLX cousins, it seems to have been indiscriminately applied.

I would like to clarify Peter Neve's comments on page 49 of the February 1983 magazine. Although the A.E.T.A. (Australian Electric Traction Association) group in Canberra may not meet as a formal group, members of this organisation do meet infor-

mally every two or three months in each other's homes, and visitors are always welcome.

Paul Rogers
Flynn. 2615

Sir,

Mr.Nash's query regarding the movements of 'Pendennis Castle' in the December 1982 issue of AMRM has prompted me to inform readers of the photographic coverage given this famous locomotive in the July 1978 issue of the N.S.W. Rail Transport Museum's journal "Roundhouse".

The Castle's arrival in Sydney on 14 July 1977 and its movement to Eveleigh for storage are covered as well as its transfer to Newcastle by rail — in steam but with diesel assistance — and loading aboard the 'Iron Baron' on 30 March 1978. The documentation of this unique event covers nine pages of more than 20 photographs.

Copies of the July 1978 issue of "Roundhouse" are available by mail from the Museum at PO Box 31, Burwood, 2134 at \$2.00 per copy including postage.

R.I.Merchant.
West Ryde. 2114

Sir,

In reply to Mr.Nash's enquiry in your 'Mail Bag' December issue, re the Great Western Railway locomotive "Pendennis Castle"; I can supply the following.

The steam engine did indeed arrive. In 1978 (exact date unknown) the loco was off-loaded from a ship in Newcastle Harbour and joined 2 locomotives constructed by Goninans for Hammersley Iron aboard the BHP ship Iron Barron. (See letter above — Ed.) I have 8mm film of the transfer and there is also a photo of the impressive steam engine on page 85 of Mr.R.G.Preston's publication 'The Great Northern Railway Newcastle to Maitland 1857-1982'.

I am unsure of the locomotives operations at this time, however, it did reach its destination.

I trust this information is of assistance.

Andrew Hayne
Belmont. 2280

Sir,

With reference to your correspondent R.G.Nash, on page 54 of the December 1982 issue.

The 'Pendennis Castle' arrived in W.A. in 1978, and is owned by Hamersley Iron Pty., Ltd.

Care and custody of the locomotive has been placed with the Pilbara Railways Historical Society, who are the operators.

Hamersley Iron railway runs from Dampier, on the coast, south to inland mines, Tom Price, 288Km from the coast, and Paraburdoo, 382Km at the end of the line.

During 1980, and 1981, two journeys each year were made to the inland towns, the ARHS being involved in one trip each year.

Unfortunately, coal supplies have run out, and considerable difficulty is being experienced in obtaining suitable grade coal at reasonable cost. Consequently 'Pendennis' did not run in 1982, although other trips were made using ALCO C415, which I believe is the only one of its kind in Australia.

The environment here is not conducive to the operating of steam engines. Climate restricts operations to the winter months, and availability of suitable crews (2 crews of 2 men per trip), is another constraint.

Please advise your photographic standards for reproduction in the A.M.R.M., and I will arrange for a more detailed article to be submitted.

P.N.Scarfe

Honorary Treasurer.

Pilbara Railways Historical Society.

P.O. Box 121,

Dampier. 6713

Photographic standards for AMRM is preferably glossy prints. They can be either black and white or colour. However if colour prints are used they must be very sharp. — Ed.

Sir,

Help, disaster threatens! My NSWGR branchline terminus of the late 50s — early 60s era has a completed track layout but no buffer stops to prevent rollingstock descending to the floor. So far a couple of hours research through various magazines and photos in my possession has failed to reveal a single photograph clearly indicating the type of stop likely to have been used at Camden, Carlingford, Richmond, Kurrajong, Yass, etc.,

Can any reader help please?

M.R.Gourlay

The Gap. 4061

Sir,

I live in the Wynnum area and often just sit and watch the trains go by. However a new unfamiliar class has popped up with the two leading numbers 24, eg. 2406, 2451 etc (Q.R.). What exactly is this class, and when was it introduced? It looks rather like a 1550 class.

R.Kearey

Wynnum North. 4178.

Sir,

With reference to your correspondent Noel H.Ottaway in the December Mailbag.

This society operates two W.A.G.R. Class 'G' locomotives namely the 'Leschenault Lady' and the 'Koombana Queen'. These locomotives together with vintage coaching stock run excursions in the South West of this state.

The Society has in its possession a full set of copies of the drawings of these locomotives, some 400 altogether. These show the as built condition and the many alterations that have taken place since.

With the writers close association and knowledge of the Don River Tramway in Tasmania and the CCS 23 locomotive, this being a very close relation to our locomotives, the suggestion that such a model having a nationwide appeal is sound.

Bearing this in mind this Society is prepared to supply copies of suitable drawings to any bona-fide manufacturer to produce such a kit.

P.E.Goss

President.

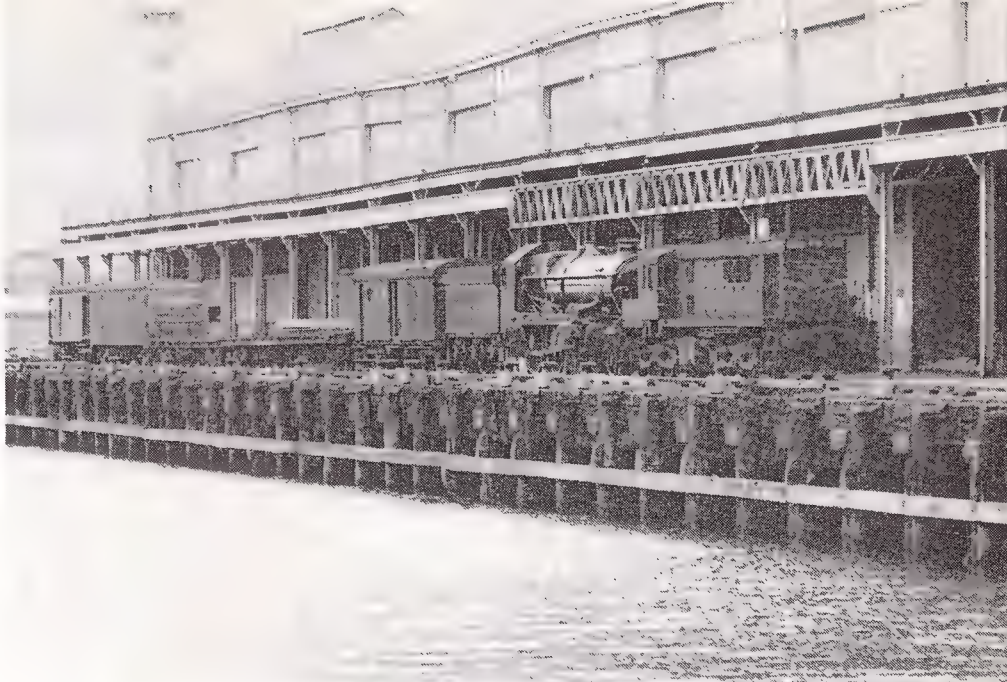
'Leschenault' Railway Preservation Society.

Arthur Street,

Bunbury. 6230.

Sir,

When I was eight I received my first electric train set. It was only a small train which only ran around a small circle of track. Now my layout is considerably larger (12' x 4'). One thing that I have noticed in my short time with the hobby is that there is a lack of plastic kits of Vicrail rolling stock being produced.



Pendennis Castle being moved from the Darling Harbour dockside after its arrival in Sydney on 14 July 1977.

The photograph below shows Pendennis Castle, being towed by 48148, into Eveleigh Carriage works. Sydney-siders were informed of the arrival of Pendennis Castle by Clive Robertson in his breakfast show on radio 2BL. Clive, a rail enthusiast, often drops a hint or two about current happenings on the rail scene. Photographs by Bob Merchant.



You either have to scratch build your own or pay a lot of money for a brass kit.

In your latest edition (February 1983) there was a plan to build an ESX steel wagon. I built one with some help from friends. It turned out quite good. The latest AMRM is only the first one I've bought, so I was wondering if you can send me some other plans for both passenger and freight trains for the V.R. that have appeared in previous magazines.

Ronald Tierney.

Reservoir. 3073.

Ronalds letter is similar to many we receive, so the reply is open to all readers.

Vicrail, as a modelling subject, has only been recently discovered as far as manufacturers are concerned. There may not be very much at present but there is evidence that more plastic kits will be released soon.

Although there have been many V.R. plans printed in AMRM we do not sell or distribute them separately. Unfortunately, time precludes us even preparing a list of plans that are in the magazine. There is however a quick way of determining what is available in AMRM.

First you get hold of AMRM indexes, (send

SSAE to AMRM, nominating which indexes are required) seek through them for the required plans, then check if the designated Issue No. is available in the Back Issue list, now found on page 4 of each issue. If the issue is available, it can be purchased from AMRM Back Issues Dept. However if the required issue is out of stock, a search of the local library may help. Readers may be keen to learn that the SCMRA offer members a photocopy service for articles (plans) within issues of AMRM that are out of print — Editor.

Sir,

In the December 1982 issue of the AMRM there is a photograph of a Rails North Models BBW in the review section.

I have seen several BBWs with Roller Bearing bogies and these wagons have 'Roller Bearings' stencilled on the underframe. Also painted on the side of the hopper is the word 'COOTA' which is short for Cootamundra.

Several BBWs have been painted in Tuscan Red. The hoppers that have roller bearings stencilled on them are coded 'FBW'. There is an example of this wagon at wagon maintenance centre — Clyde seen on 22.12.82.

Hoping this is of interest to modellers who purchase the Rails North Models kit.

D.O'Brien
Seven Hills. 2147

Sir,

With reference to your request for glazing the FO cars. Having built 4 of these fine carriages and experiencing no problems I was somewhat puzzled by your request.

The method I used was as follows:-

Cut 2 lengths of clear Plastruc equal to the underside length of the car body and just wide enough to allow the roof to seat itself. Next cut pieces equal to the width remaining, after taking into account the 2 thicknesses for the side. Dry fit to ensure neat fit all round, 2 of the three pieces go one to each end while the third piece can be placed across the body in the vicinity of the toilets where it cannot be seen.

Scrap L pieces of Plastruc can be glued in place along the lower edge of the clear Plastruc using either Plasweld or a Super Glue. Caution! Do not glue the roof in place yet if super glue is used as the gas given off as it dries will cover the windows. Allow to dry overnight and polish clear Plastruc before glueing the roof in place.

With regards to the roof, just check the overhang is equal to ensure the end supports are vertical.

W.J.Christie
Sydney. 2001

Sir,

The manufacturers of Australian prototype kits now offer us a considerable range to choose from, but the situation would be vastly improved if the following were kept in mind.

1. We need better instructions. Some are confused, out of sequence and almost illiterate. It costs no more to do the instructions well. Try them out on a beginner before releasing kits to the market.

2. Avoid using unusual sized drills etc. Only in the capital cities are number drills and sizes like 1.3mm available.

3. Nominate what the materials are, e.g. polystyrene, polyester, epoxy, etc. Not all of us are familiar with these materials. And provide a test piece on the sprue so that different adhesives, paints etc., can be tried out.

4. Better still, or in addition, suggest a range of compatible products for assembly and finishing.

5. Identify all the components by diagram or description. After all, not everybody is on as familiar terms with the prototype as the kit producers presumably are.

None of these suggestions involves extra expense, and any or all of them will make the product a source of greater satisfaction to the modeller.

Roger Gould
West Wyalong. 2671

The JUNE 1983 issue of the **Australian MODEL RAILWAY Magazine** should be available after May 22, 1983 — Editor.

T.C. RAIL MODELS

Due to various factors, this business will cease trading by June 1983. Some part time manufacture may continue thereafter. In the meantime, kits will continue to be available, please send large S.S.A.E. for details, or visit mansfield Hobbies or Casula Hobbies which now carry a range of my kits.

— Tim Arnot. Manager.

HAPPY BIRTHDAY A.M.R.M.

Sir,

With the appearance of the April/May, 1983, issue of the Australian MODEL RAILWAY Magazine, Model Dockyard takes this opportunity to congratulate SCR Publications on completing two decades of service to the Australian Industry and Hobby of Model Railroading.

The record of development and progress in the Industry over the past twenty years has been truly significant, and throughout this time the magazine has served the hobby with distinction.

To those in the hobby in the early 1950s, the idea of Australian prototype models remained but a dream. What steam type motive power that was available was all mass produced and therefore lacked the realism of overlaid piping and other superimposed detail of the brass models that were to come. Traction motors were bulky and unreliable. Field magnets lost their permeability with age. Furthermore plastic insulation in armatures tended to break down in service, a serious problem, particularly with ring-field motors of that era.

Just as the coming of the 'can' motor contributed the advantages of more power and less bulk, and cleared the way for such as under-floor motor bogies in HO scale, so train control became more sophisticated with transistor control and, more recently, the developments which give individual control over each locomotive and eliminate the need for track sectionalisation.

Over the same period of time finer tyre and flange profiles have come to be accepted, such as the RP25 and the essential pre-requisite of good operation, the permanent way, upgraded to match. Gone are the days when flexible track was mounted on plain, punched fibre sleepers. With the advantage of plastics, not only are the sleepers now wood grained and of the right colour, but tie plates and correct rail fastenings are all there, to boot! Detail, which previously would take a life time or more to model on the average size layout.

Concurrently, with the acceptance of inner wheel profiles, Code 70 flexible track and special work opened the way for more realistic permanent way, followed by HO3, HO2½ and Dual Gauge HO/HO3 trackage, to cater for the growing band of narrow gaugers.

The same period has seen the range of locomotives and rolling stock available to the hobby expanded in every conceivable direction. Not only is the logger catered for with geared locomotives and the necessary special rolling stock which is the delight of this class of modelling, but similarly, the traction modeller has, as his choice, an ever changing range of cars, from small city type to the largest and fastest of the interurbans, with all the necessary overhead line equipment, such as frogs and line hangers, readily available.

Yes indeed! The progress in the hobby over the past two decades has been one of continuous achievement, aided undoubtedly by the establishment and regular appearance of the Australian MODEL RAILWAY Magazine, providing as it does a 'mouth piece' for the Australian model railway hobby and trade, through its columns and advertising pages, presenting useful articles and keeping the modeller abreast of new developments.

Model Dockyard has been closely associated with a number of the developments touched upon above, and through our regular advertising pages in the magazine, this Company has been well pleased to have the medium in which to keep our clients, far and wide, advised of stocking developments at Model Dockyard. Likewise, our clients, spread as they are throughout the Commonwealth and in New Zealand as well, constantly voice their approval, and if these remarks sound like a 'plug' for the power of advertising within the pages of the Magazine, then so be it!

Peter Duckett
The Model Dockyard Pty. Ltd.
Melbourne. 3000.

Sir,

I would like to congratulate A.M.R.M. in entering its 20th year and pay special thanks to the army of volunteer workers who have made this possible. There is little doubt that the hobby would not be where it is today without A.M.R.M. Long may it con-

tinue.

Tim Arnot
T.C.Rail Models.
Wamboral. 2260.

Sirs,

I wish to add my most sincere congratulations for the excellent standard the magazine has attained over the past 20 years of its publication. All those voluntary workers and contributors deserve the highest praise for the mag's conspicuous rise in content and production which, as a fellow publisher, I have noted with special pleasure.

As with me, all my wide circle of model railway friends rate the mag No.1 for Australian modellers. I can vouch that the ads are read assiduously by all and, I can say in truth, that most of the locomotives and 140 passenger and freight stock on my layout originated from the ads in AMRM over those 20 years.

Keep up the fine issues we have grown to anticipate from Bob Gallagher and his great team.

Frank Shennen
Shennen Publishing and Publicity Company.
Surry Hills. 2010.

Sir,

When 20 years ago Tim Moss proceeded towards the first issue of an Australian Model Railway Magazine, few would have guessed at the future it might have.

It is true that it fell on stony ground somewhere about 1974, when almost on bended knees we were — along with Model Dockyard — asked to support the magazine until it could be got on to its feet again. This we, and Peter Duckett, were pleased to do, and we are glad to-day that we are able to curtail our own advertising in terms of space, which others have filled.

It was always Tim's idea, that a local magazine must eventually build a market of considerable size, and certainly over the past ten years we have seen the development of many new hobby shops, new distributors and new semi-manufacturers, who take the risk buying models of Australian Prototype — outlaying quite astronomical amounts of money.

A lot of this is said quite quickly, but indeed, many thousands of hours of painstaking slog went into the preparation of copy, and the results have been slow but sure. I think we all can take some credit for its success. But certainly it was under Bob Gallagher's hands that we saw its gradual progress toward an Aussie magazine dealing with Aussie prototype and fact.

It has outdistanced the overseas magazines to be sure, and to-day we are growing more and more like a non-aligned nation . . . model railway wise. But still there remains a market for overseas prototype, as our enquiry registers and our sales show, so that there is still a place in the advertising pages for all-comers.

May I — on behalf of my staff, and on behalf of our retail customers, and my fellow distributors, wish that the next 20 years will be as fruitful of result as the last 20 years have been.

Bill Gardner
Australian Model Craft Co.
Albury. 2640.

Sir,

On this, the occasion of the twentieth anniversary of the publication A.M.R.M., please accept our congratulations.

From a modest 28-page issue, the magazine has grown, to one of more than twice the size, not only in the physical sense but in interest to all modellers, be they novice or 'rivet-counter'.

There is truly something for everyone in the excellent detailed instructions for scratchbuilding or kitbashing, the interesting and varied articles on modellers' layouts, commercial news and reviews and the readers' forum of letters to the Editor.

To all of you unpaid and largely unsung blokes who put this worthy publication together we say 'keep up the good work' and thank you.

David Anderson
Mansfield Hobbies.
Waitara. 2077.

S.R.A. of N.S.W. 48 class diesel locomotive kit by Main West Models. Available from Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool. 2170. Price: \$46.50

The 48 class is a diesel electric locomotive used for branchline and light duties. There are 165 in the class, the first being introduced to service in 1959. They were built in three batches, each having some distinctive, but minor, exterior differences. They are 48'5" long, fitted with a turbo charged Alco 4 stroke diesel engine and have a top speed of 75 mph (121 km/h).

The class was first painted in the Indian red and chrome livery, but a number (12) were painted in the 1980-1982 reverse livery. At the time of writing at least three locomotives have been affected by the implementation of the new multicoloured S.R.A. livery. (As illustrated in this issue — Editor).

The 48 is a very versatile locomotive and is able to work in multiple with mainline locomotives. To this end 48s can be seen all over the state and on all types of trains — from pickup goods to express freights. They have, on infrequent occasions, been used to assist express passenger trains complete interrupted journeys but are more at home on commuter trains or attending shunting duties.

The kit is packed in a stout cardboard box. The kit consists of epoxy castings, some wire and assembly instructions. The kit is basically a body kit, the mechanism being a separate purchase.

The body of the loco is made up of a one piece hood unit, two cab sections, a footplate, fuel tank, pilots and diaphragm plates, steps, exhaust, bogie side frames, multiple unit stands and bogie extensions (dummy axle carriers). A set of MnJ Design decals make up the kit.

All parts are clean and free of flash. Most items are straight and free of casting defects. The detail is sharp and to scale. Detail standard is good and includes such items as hood door hinges and handles. The kit was designed and patterns built by Stephen Johnson Models. All components appear to assemble readily to produce an acceptable model.

Tenshodo 24.5mm Spuds are the recommended power plants for this model. Two are required. The parts supplied (dummy axle carriers) extend the four wheel Spuds into six wheel power bogies.

The assembly instructions include four pages of detailed text, a page of diagrams and a page of photographs. The text of the instructions will lead the inexperienced modeller through the various steps required to assemble the model, as well as adapt the Spuds to power bogies.

While the assembly instructions alone are of value, and a real plus for kit-assemblers, the photographs suffer a shade from poor reproduction. The design and manufacture of the kit provides for extra weight (if required) inside the hood casting, as well as detailing with holes for the footplate handrail uprights being marked on the underside of the footplate.

Assembled and painted it is without doubt a 48 class, and with a little work the kit could be turned into a S.A.R./A.N.R. 830 class, or for that matter a Silverton model. The final finish of the kit however will reflect the work put into assemble by the purchaser.

Graham Ball and Bob Gallagher.

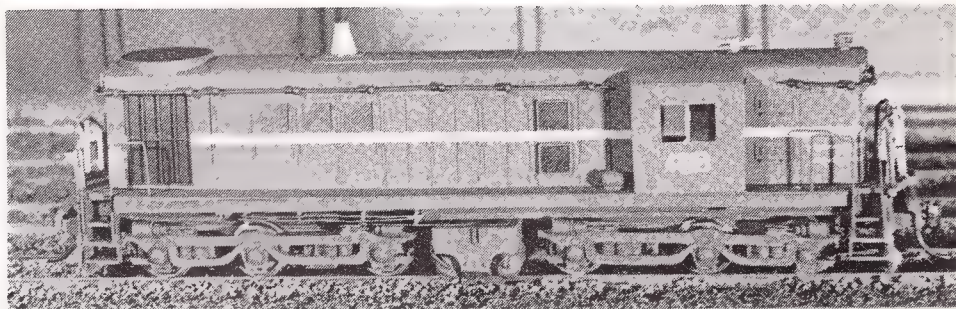
Vicrail 'CSX' coil steel wagon kit in HO scale by Broad Gauge Bodies, PO Box 6, Marden. 5070. Price: \$9.50

A total of 89 CSX coil steel wagons have been built for the V.R. While all are identical for traffic use there are variations in appearance that can be reflected in models. In the prototype, the CSX is used either as an uncovered wagon, or is fitted with ends and tarpaulin supports for covering the load.

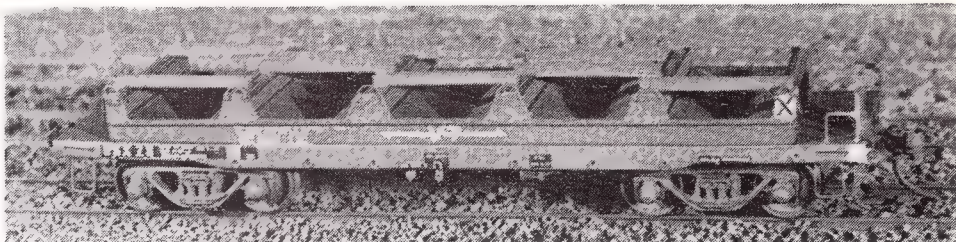
BGB produce a kit for both styles and have used the change in coding to separate the two distinctively different models. The uncovered model is a CSX (BGB No. BK31) while the tarped version is a VFSX-CSX (BGB No. BK30). It should be clearly noted that this is a marketing procedure by BGB and not a reference to prototype accuracy.

The kit reviewed was an uncovered version.

The kit is supplied in a poly bag and includes a set of detailed assembly instructions. The major components are polyester castings that have been produced free of defective flash and casting defects. The kit also includes wire for forming detail items and handrails plus detailing decals which allow the modeller a choice of code boards and numbers.



S.R.A. of N.S.W. 48 class diesel electric locomotive kit in HO scale by Main West Models.



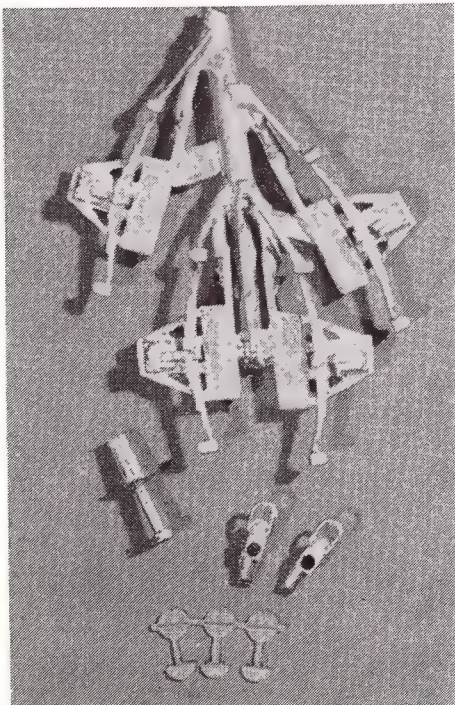
Vicrail 'CSX' coil steel carrier kit in HO scale by Broad Gauge Bodies.

The eight pages of assembly instructions included in the kit are well detailed and illustrated with diagrams, and in most instances, clear photographs. The instructions lead the modeller through the various stages of assembly and includes details for building the coils of steel which could be added to make a loaded wagon. The instructions are used for both styles of CSX wagons.

As with most BGB kits, the CSX assembles readily as all components are accurately formed and mostly free of twists and bends. The final finish, however will reflect the ability of the modeller and the time taken to detail the model, for on the CSX there a number of components that when added correctly, lift the model above what is usually expected.

The application of paint and decals finish of what is a very fine model, which reflects the character of the prototype.

Graham Ball.



Vicrail HO scale detailing components for rolling stock by Tyren Distributors, PO Box 144, Coburg. 3054. Price in text.

All these components were produced for the Vicrail Z van built for McBees Hobby Centre by The Model Co. and have been released for general sale as individual items. All are found on many other Vicrail vehicles and would be a use to the modeller

wishing to scratchbuild or superdetail a specific model.

All components are either lost wax castings or metal etchings. Overall detail is sharp, cleanly produced and the parts accurate to scale. Components are packaged in a card topped poly bag.

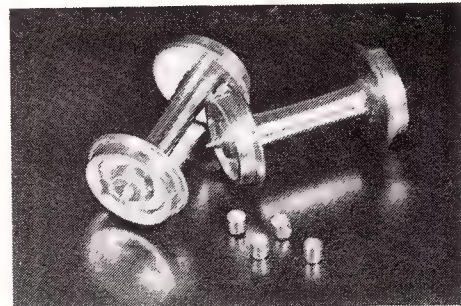
Z van chimney — \$1.80: The chimney is 6mm high above the tapered weatherproofing flange. The base below the flange is 2.5mm diameter and is used for mounting through the roof. There is one to a pack.

Marker lamps — \$2.70: There are two marker lamps to a pack. Each represents an oil marker lamp which is detachable from the rear of the van. There is evidence of the casting sprue which will have to be cleaned off with a fine saw and file. Also included in the pack is two red jewels, which can be used as the 'light' in the lamp.

Z van axle boxes — \$3.60: The VR Z van has a distinctive set of axle box/spring assembly and the four parts included in the pack are all attached to a common brass sprue. Some care will have to be used to separate the parts without any damage occurring. Each component has a mounting plate which is designed to sit on the underside of the floor of the vehicle, 2.4mm above the spring anchor point. Spring span is 20mm. Each journal has a cast axle point hole which has to be cleaned of casting plaster. The axle centre is 7.8mm below the mounting level.

Tail disc — \$1.30: Tail discs are found on the ends of all brake vans and are two half circles hinged across the flat section. When open, in the shape of a circle, a white disc is displayed, but when out of use a plain half circle is displayed. The white disc signifies the end of a train. The etchings in the pack supply three open and three closed discs. Separation is simple and attachment by ACC glued easy. The etchings are very clean of any burrs.

Bob Gallagher.



10.5mm disc wheels and bearings for 16.5mm gauge by Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool. 2170. Price: \$2.00 per 2 axles and bearings.

These wheels and bearings have been specially manufactured for and due to the demand of the local market. They are made in Australia, and made in three different axle lengths. The bearings have been designed to fit existing rolling stock.

The wheels are 10.5mm disc, turned from brass to NMRA RP25 wheel profile. The axles are nickel-silver, pinpointed and have a profile which represents the axles on Australian wagons. The wheels are pressed onto the axles, against a shoulder on the axle.

While only one wheel is insulated, which is ideal for electrical pickup, both are tightly pressed onto the axle. The axle lengths provided include 23.8mm, 24.4mm and the standard 26.0mm. 23.8mm length is provided for the many locally produced kit that require a short length axle (eg. some Trax kits, Camco FO, etc.); 24.4mm length is provided specially for the replacement of Lima wheels and the 26.00mm length provides for the replacement of wheels in Roundhouse bogies, along with other brands that use the American standard axle length.

Dimensionally, the wheels are within the accepted tolerances for the RP25 wheel profile. Back to back is 14.5mm, axle pin point angle 55 degrees and the axle pinpoint extends 2.2mm from the wheel centre boss. Axle diameter through the wheel is 2.0mm.

The wheels run true without any wheel wobble, and the axle pinpoints all appear to be in the centre of the axle diameter.

The wheels are clean of any manufacturing defects and have been finely polished. Wheels and axles, at the time of the review are in the raw metal finish. The manufacturer plans to plate the wheels.

The bearings (brass turnings) are 2.0mm outside diameter and 2.0mm long. The 60 degree bearing hole is 1.1mm deep. The length of a 23.8mm axle with bearing fitted to each is 26.4mm.

When fitted to Camco FO coaches, the wheels and bearings substantially reduced rolling friction. A Trax Z12 can only haul four standard FO coaches, but this is doubled when the bogies are fitted with these wheels and bearings.

Not only do these wheels look good but they have been produced to a high standard. Proving that this standard continues the wheels will prove popular among modellers who seek the benefits of shorter axle lengths.

Note: Casula Hobbies will be selling these wheels and bearings in bulk, with suitable financial saving.

Bob Gallagher.

Bus Fleets — STA Adelaide, compiled by Neil Mackintosh. A Railmac Publication, PO Box 290, Elizabeth. 5112. Price: \$1.90

This book lists the buses and trams of the State Transport Authority of South Australia in use in Adelaide in August 1982, or in in storage and available for further service. The 16 page 154mm x 217mm card cover book covers the subject with black and white photographs, complete with detailed captions, and various details of road and class numbers of the numerous vehicles that service the city of Adelaide.

Reproduction of the photographs is first class, which is assisted by the quality paper used for the book. Layout of the various sections is neat and easy to follow. For bus modellers, or those wishing to keep in touch with suburban passenger transport, this will be an interesting booklet.

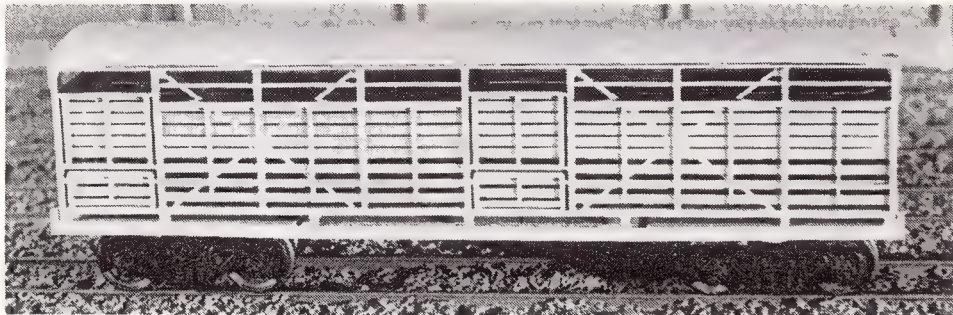
Bob Gallagher.

NSWGR 'BCW' cattle wagon kit in HO scale by Mini Models. Available from Bergs Hobbies, PO Box 527, Parramatta. 2150. Price: \$10.70

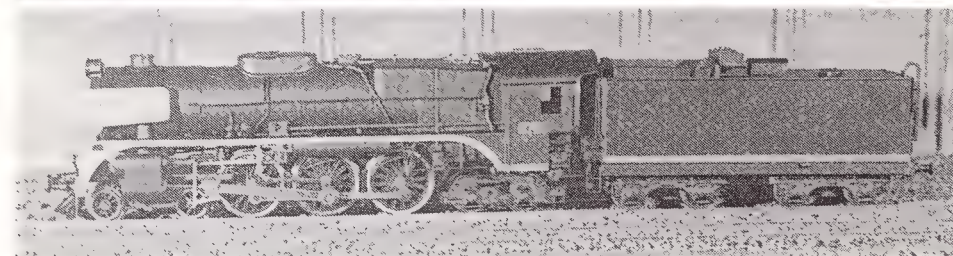
'BCW' could be an abbreviation of bogie cattle wagon, but it is the code for a group of wagons used to carry cattle and, in some instances, horses. The wagons have also been used to carry animals in the days of circus trains. The wagon under review is a model of the 100 37' wagons built by A.Goninan in 1959-60. The timber body is mounted on a steel fabricated underframe. The bogies used originally were of the Andrews style, but, in some instances, that has changed over the years. The body is divided into two sections and stock can be loaded from both sides. The wagon will carry 20 head or 14 tons.

The livery carried was the 'gunmetal laquer' grey which was predominant in the 1960s. However the timber body aged over the years to a silver grey. Some were repainted black. The wagon code and road numbers were painted on the horizontal timber planks. The number allocated to the 100 wagons were 29725 — 29824. A feature of the stock wagons of NSW was the side buffers which were used despite the use of knuckle couplers. The 'BCW' which were recoded 'NSCF' in 1980 are used all over the state in block trains or as single units in a mixed goods.

The kit is supplied in a poly bag sealed with a



NSWGR 'BCW' cattle wagon kit in HO scale by Mini Models.



V.R. 'R' class 4-6-4 locomotive in HO scale by Model Dockyard.

card top which doubles as an assembly instruction leaflet. The kit comprises underframe, inner floor, sides, ends, partition, roof, bolster discs and corner gussets, all grey styrene mouldings, and a metal weight. Kit 1610/11 also included a set of bettendorf bogies.

The parts are attached to a common sprue, but can be readily detached and cleaned of sprue-flash without any real problem. The detail standard can only be described as superb, and is illustrated by the strengthening brackets and rivets on the side. Overall dimensions are within accepted tolerances. All components assemble together without any problems. MEK solvent was found to be a suitable solvent for joining the parts.

The various steps of kit assembly is directed by the illustrated instructions. The exploded diagram and photographs of the prototype are a further guide for assembly and detailing of the completed model. Overall assembly time was only a few minutes, but time and care should be taken when superdetailing the model.

The kit is designed to accept Lima bogies, which just clip into the bolster hole, but provision has also been made for the use of standard bogies and Kadee couplers. The styrene discs provided are for use on the bolster, the bogies being attached by screws. The height of the underfloor is correct for Kadee No.5 couplers, however if buffers are added some modifications may be necessary to allow trouble free operation.

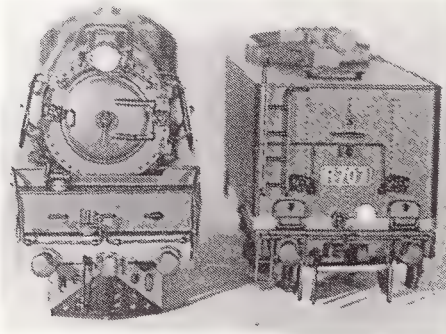
The kit is basic in that it does not provide for any underframe detail. The only annoying aspect of the model is the colour of the plastic — grey. As such it is necessary to paint the inside of the model before the roof is fixed in place. Despite the latter it is a fine model that captures the character of the prototype.

Bob Gallagher.

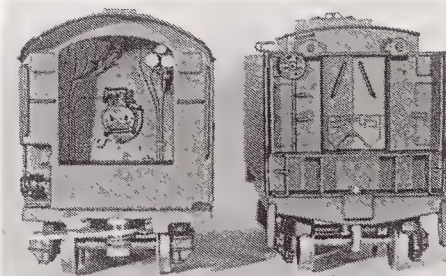
Victorian Railways 'R' class 4-6-4 locomotive in HO scale. Manufactured for Model Dockyard, Melbourne. Price: \$537 unpainted, \$565 painted.

The prototype entered service with the V.R. in 1951 and all 70 class members were in service by 1953. The road numbers allocated were 700-769. They began being withdrawn in 1956 but the last in service was 707, withdrawn in November, 1968.

Although intended as a passenger locomotive they arrived at the same time as the first diesels and soon began proving their versatility on freight trains. A point of interest is that, like a number of V.R. (and S.A.R.) locomotives of post war manufacture, they were designed with the facility to convert to standard gauge from the original 5'3" gauge. The book



Loco front and tender rear of 'R' class.



Cab footplate and tender coalplate of 'R' class.

"The Era of the 'R' Class" will provide much more useful reading.

The model is a brass fabrication from the usual etched sheet, lost wax castings, turnings and stampings. It was manufactured in Japan. The model comes in the usual foam lined box which carries no identification whatsoever. No spare parts are included (a place exists in the box but is not used) not even screws for mounting the rear coupler to the tender! I assume the holes are metric.

The major dimensions are within acceptable tolerances but one tolerance to be praised is the gauge of the wheels. All were within NMRA gauge tolerances which is a feature of Japanese manufacture that the Korean manufacturers appear not to have copied.

It is inevitable that the new model be compared to the original run of 1967. There have been improvements it is obvious but the model is not a pacesetter. Improvements include more accurate

buffers, funnel, dome, smoke box door handle, whistle, injector starting valves and generally fine castings all around. Additional detail includes pump governor, more washout/inspection plugs and improvements to boiler detail around the dome area. Boiler backhead detail is included, courtesy of the can motor, but is not complete. The model is without injectors and the motion gear could have been a shade finer.

All wheels on the loco and tender are spoked as they should be. Detail improvements to the tender include some underframe detail, buffers, tender drain valve and repositioning of the handbrake wheel.

The samples reviewed were all painted and at \$28 the paint job looks the part. One would be struggling to get a paint job done for that price anywhere in Australia. The durability of the paintwork will be tested by time. A feature of the painted model is the etched number plates; R707 on the models reviewed. These plates are fixed to the loco sides and tender rear but not the loco buffer beam.

The loco and tender weigh in at 490 grams which I feel is a bit light. The loco pulled four (4) stock standard Lima 12 wheel passenger coaches (480 grams weight) up a 1 in 40 grade without slipping. The drawbar pull is 40 grams.

The two locos examined were noisy in running, again time will answer this question. One of the two models had an incorrect casting on the running board (a steam generator in place of an oil lubricator) which suggests that there is room for improvement during the inspection procedures.

In summary the new R class shows a greater attention to detail than its predecessor, exhibits the advances of the can motor/backhead detail and is an acceptable model.

Phil Collins.

The ML2 Story. Published by Railway Traction Research Group, PO Box 7, Bacchus Marsh. 3340. Price: \$17.00

This book traces the history of the Victorian Railways 'B' Class mainline locomotives. The thirty eight sections in the book, pick up the story in the early 1900s, to explain the evolution of internal combustion and alternatives in Victorian Railways history.

Initial proposals through to final delivery is covered in the first half of the book. The people, companies and alternatives are all well covered. The balance of the book is devoted to initial runs, special working, maintenance, accidents and 'In Service' modifications.

Photographs are included on almost all of the 100 pages in the book, along with an additional seven pages of coloured photographs. These pictures show the past 30 years of the class, from the artist's impression through to the new orange paint scheme.

Details of early V.R. internal combustion units are included along with U.S. and British alternative locomotives. Many details of the Bs are covered in pictorial form making the book 'recommended reading' for anyone contemplating a model 'B'.

There are three appendices included, giving locomotive mileages, technical information, and photographs and details of the ML1 (Commonwealth Railways) and ML3 (Pakistan North Western Railways) locomotives.

All in all a clear concise coverage of the V.R.'s oldest mainline locomotives.

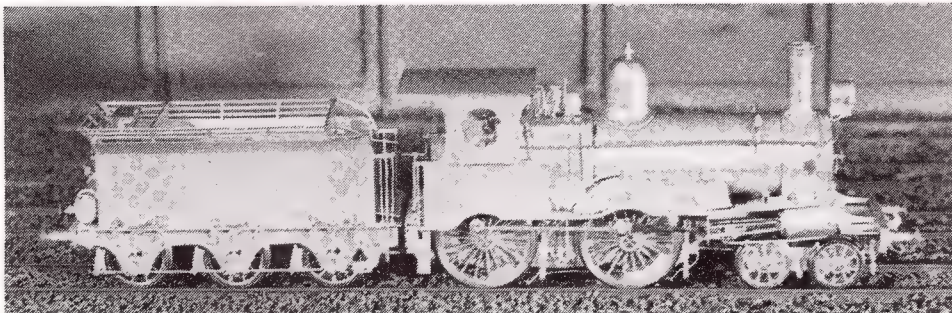
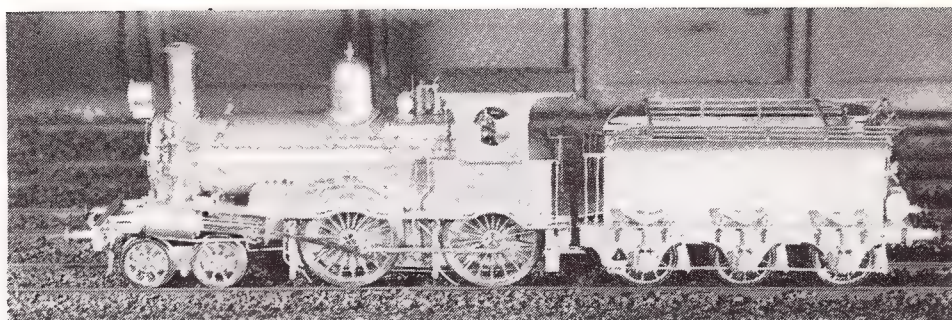
Phil Jeffery.

Steam in Africa. By Durrant, Lewis & Jorgensen. Hard cover, 207 pages. Available from The Railway Book Co, PO Box 275, Woolongabba. 4102. Price: \$19.95

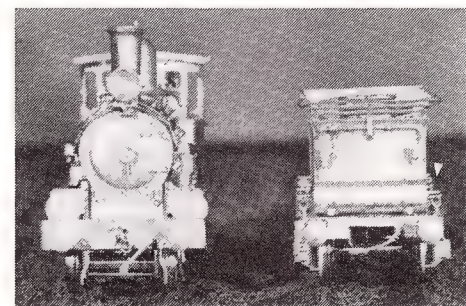
This is a comprehensive photographic work on the development of the steam locomotive throughout the continent of Africa. As the continent was colonised, or controlled for many years by the British, French and Germans, the steam locomotives came from a wide variety of builders in the United Kingdom, Europe and the United States of America.

The railways of Africa were generally of 3'6" gauge or metre gauge but there were also extensive 2' gauge networks and they played a vital role in the development of this vast continent. Difficult operating conditions were often encountered and Garratt locomotives were found to be ideally suited to the requirements of many of these railways.

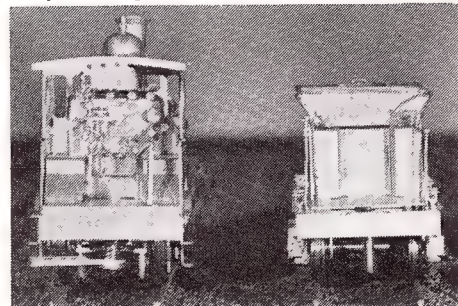
The book deals with all railway systems from Egypt to South Africa and is divided into several sections as it covers each country across the continent from north to south. A potted history is provided of each railway system and many old photo-



NSWGR Z12 class 4-4-0 locomotive in HO scale by Samhonsa for Trax Model Products.



Loco front and tender rear of Z12 class.



Cab footplate and tender coalplate of Z12 class.

graphs are utilised.

However, the real appeal of the book is the large selection of colour photographs of the more recent railway operations. Steam locomotives were extensively used throughout Africa until quite recently and even today South Africa and Zimbabwe still rely a great deal on steam traction. Most systems kept their steam locomotives in good order and some were quite resplendent in their appearance.

The book provides a fascinating look at a veritable pot-pourri of steam locomotive designs and colour schemes. It is not difficult to see why Africa became such a mecca for the steam enthusiast in the 1960s and 1970s.

The photographers are well known for their work in recording the steam locomotive in action in southern Africa and quite a cross-section of railway operations are depicted in the book.

I am sure anyone with an interest in steam locomotive development would enjoy this book and for the price is good value for money.

Graham Ahern.

NSWGR Z12 class locomotive in HO scale. Manufactured in Korea by Samhonsa for Trax Model Products. Price: \$325

The C79 (later the Z12) class was the first class on the NSW Railways to be built in relatively large numbers. A total of 68 units made up the class, built to the following orders:- 30 by Beyer Peacock & Co. (1877-1879), 26 from the Scottish firm of Dubs & Company (1880-1881), 4 more from Beyer Peacock & Co. (1881), and 8 from the Sydney based firm of Atlas Engineering Works (1881-1882).

The Z12 class road numbers (circa 1924), in relation to the manufacturers, are as follows:- Beyer Peacock (1201-1216; 1238), Dubs (1217-1237; 1239-1241), Atlas (1242-1248).

In the early 1890s they were replaced as mainline passenger engines by the P6 (C32) class and relegated to inland areas and more easily graded main and branch lines. Twenty became surplus and were converted to 4-4-2T tank locomotives for suburban services (the Z13 class).

Between 1899-1911 the tender engines were re-boilered with belpaire boilers. Steel sided cabs with circular windows were fitted and the controls were changed to the left hand side.

With new boilers becoming due, their numbers

declined rapidly from about 1937 onwards. All have since been withdrawn, with the exception of 1210 (on a plinth outside Canberra Station), 1219 (on display at Rail Transport Museum at Thirlmere) and 1243 (the latter used for Vintage Train workings).

The model has been presented as both/either the Beyer Peacock and the Atlas engines, and is different only in that the curved builder's plate on the wheel splashers of the leading set of drivers is different. Modellers wishing to carefully remove the name only could end up with the Dubs' version.

The model faithfully portrays the prototype, and its dimensions are within accepted tolerances. The only measurement of significance (using the Data Sheet scale drawing as a guide) is with the funnel. On the model it is 3'10" tall, whereas on the drawing it is 4'6".

The loco is driven by a 12mm 'flat' can motor mounted in reverse in the boiler, driving through a reduction gearbox onto the axle of the leading set of drivers. The firebox area of the model contains a small lead weight which compensates for motor weight and balances the loco. Unfortunately, there is very little room to add more weight. The firebox backhead detail comes out when the model is dis-assembled for painting (very handy for those modellers wishing to super-detail the cab interior).

Whilst discussing the cab, it has a simulated wooden floor, and the underneath section of the roof shows planking. The loco can be disassembled by removing the large screw in the centre of the pony truck, then the two small screws in the underneath corners of the cab floor. The smokebox front also pops out. Soldering throughout is good, with no unsightly blobs.

All piping and detailing work (lost wax castings, etc.) is to the usual excellent standard of Samhonsa and appears correct in relation to photographs. Naturally there will always be something missing or in the wrong place, but these things varied from loco to loco. The model appears to be based on 1210, as 1219 and 1243 both have extended smokeboxes.

I particularly like the scale given to the coupling and connecting rods. They are nice and fine. I am not sure, though, about the validity of what appears to be a sand pipe to the second pair of drivers.

The tender is drilled to take a Kadee No.5 coup-

Continued on page 46.

CHANGING COLOURS

By Bob Gallagher

The last few years has seen a marked change in the paint schemes applied to the diesel locomotives used in Australia. As railways strive to obtain their share of the transport dollar some consideration has been given to the 'Corporate Image' of the system. This attitude has, in some instances, seen the livery of the locomotives change.

While a very large article is needed to fully cover all the changes to the numerous locomotive classes this short essay should keep modellers aware of some of the livery changes.

Vicrail.

V.R. management has introduced new passenger schedules whereby short light trains traverse the state. New coaches are being built or modified and painted in a tangerine livery, lined in silver. The locomotives designated to haul these trains are the double ended 'B' class, and some of these have also received the tangerine and silver livery, which is a marked difference from the former blue and gold livery of the Victorian Railways. The new livery has also been applied to some 'BP' vans and at least one 'L' class electric for the run on the electrified Gippsland line.

Further details of the Vicrail scene can be obtained in *Newsrail*, an ARHS Victorian Division publication.

Australian National — Tasmania Region.

Tasmanian railways has seen a marked change since becoming a region of Australian National. The introduction of the 'mustard pots' (830 class) from South Australia brought a marked colour change to the Tasmanian railway scene. This was further enhanced when A.N. introduced the green and gold Corporate Image livery to the locomotive and rolling stock fleet.

Australian National — Central Region.

Possibly the most colourful railway region in Australia, this system is made up of the old South Australian Railway system as well as the old Commonwealth Railway/Australian National Railway system.

The S.A.R. loco fleet had several different liveries. The 900, 700 and 930 classes had a maroon and silver scheme, the standard gauge 600 class were red and silver, the 830, 800 and 350 classes were in mustard pot colours (officially traffic yellow and brown), while the 500 class were red and yellow. In recent years the standard gauge 600 and 700 classes were painted in mustard pot colours.

The freight rolling stock carried a grey livery with dashes of red and yellow for special service. In recent years some classes were painted yellow.

The Commonwealth Railways locomotive fleet carried a maroon and silver (not the same maroon as S.A.R.) scheme while the rolling stock was mostly drab maroon.

When the Australian National Railways absorbed the country lines of the old S.A.R. it repainted several 830 and 500 class locos in maroon and silver and replaced the grey freight wagon colour with reddish brown.

The Australian National green and gold colours have been applied to some of the GM, CL, 700, 830 and 930 classes. This livery change was coupled with a logo change, and modellers are directed to the BGB range of decals for the correct size and colours for HO scale.

Freight rolling stock has been given the green and gold (yellow) livery, the body being

green with a yellow panel on the side. The 8300 class brakevan had previously undergone a number of changes including an all over white version. A.N. has chosen a yellow style which has a green door or side panel and green diagonals on the end panels, and is known affectionately as the 'lemon twister' after a local drink can. (The change in livery within this system is an article in itself which may be covered in detail in a future issue. Ed.)

New South Wales.

The old N.S.W.R. system has been affected by so many different managements or re-organisations in the last twelve years that the system is a hodge-podge of colours. The inception of the Public Transport Commission introduced a British Rail Blue livery to the blackened goods stock and a blue and white livery to the Sydney Suburban fleet.

A further change in administration saw a change in rolling stock livery to red, while the suburban fleet reverted back to a deep indian red livery. Basically the locomotive fleet as a whole remained unchanged in livery details although the system was searching for a new 'image'. This was typified by various experiments to 44 class units where changes in linework and the shade of red appeared haphazardly.

A subsequent style which became accepted was the 'reverse scheme'. The colours at the ends changed from red with yellow lines to yellow with red lines. This was applied to diesel rail cars as well as locomotives. The application to each class differed, in some instances dramatically.

Basically on the cab units the nose was predominantly yellow with red whiskers. The whiskers were a different size and in different positions to the previous style. On the hood units (45, 48, 73 classes) the complete end became yellow. A complete article on this subject would require extensive research. Fortunately this is being tackled by a group of modellers and hopefully AMRM will be able to present the results as research is completed.

The second order of the 80 class diesels received the new livery as they were introduced to service. 8031 was the first loco to enter service, as a new unit, in the reverse livery, but this was a repaint for it had initially received the old livery and line work. All new 80 class units should continue to receive the yellow nose for the colour has been applied integrally to the nose shell during manufacture. The first of the 81 class diesels was initially painted in the reverse livery, but 8101 did not enter service in this colour.

The change in this new style was broken only by the application of a green and yellow livery to 4201 and 4836 to celebrate the system's 125th Anniversary in September 1981.

When it appeared that the State Rail Authority of New South Wales had accepted the 'reverse' livery a startling new style appeared. Following closely on the heels of the brilliantly coloured XPT, the SRA revealed a new livery that would be applied to all stock. To date this has appeared on some classes of locomotives, some railcars, some passenger cars and some passenger vans.

The application of the colours should be the same on all units as the position of each colour is measured from rail height. Below the body line black is the predominant colour, although some pilots may be silver. Along the lower edge of the body is a wide band of white,

then a narrow band of orange, a very narrow band of yellow while a new shade of red adorns the remainder of the side.

The roof line has undergone a few different colours. First there was silver, then a grey/white while it is now believed that only red will be used on the roof. The new image was developed by the SRA and its colour consultant, Mr Phil Belbin, an artist of some repute.

On the new cab units the livery, coupled with large numbers on the side and the nose, has created a startling impression, the shade of red being a little different to that carried on the XPT. Unfortunately the old wooden passenger cars are not a good advertisement for the new livery. The livery has attracted numerous names including 'candy stripes' but it will be some time before a 'nick-name' can develop.

Westrail.

The narrow gauge diesels were painted an attractive green with a thin band of contrasting red forming a Vee shape on the nose. With the introduction of standard gauge an eye catching mixture of blue grey and yellow was adopted.

For several years the W.A.G.R. 'L' was used as a mobile artist's palette as five distinctive different colour schemes have been sighted in one trip to Perth. Eventually a tangerine orange body with blue band was adopted as the standard paint scheme.

Narrow gauge wagons were mostly red/brown. However the standard gauge fleet are yellow.

After the W.A. Government took over the private Midland Railway the M.R. diesels ran for several more years in their red and cream scheme.

Queensland Railways.

The diesel livery appears to have survived the passing years relatively unscathed although the proportion of each colour and location on the body has varied a little.

Two interesting exceptions however were two locomotives produced at the time of the railway Centenary. To honour the event both English Electric and Clyde Engineering painted an engine in a Gold colour scheme.

Other Systems.

Other systems in Australasia have changed liveries in recent years and New Zealand heads the field. While changing from a drab silver and maroon livery not only are the new colours attractive, but the NZR strives to keep its locomotive fleet clean, which adds to the overall scene. Basically the new N.Z.R. livery is a red/orange, yellow and grey paint scheme. The red/orange is applied to the sides of the body, the yellow to the nose while the grey (which hides grime) is applied to the roof and the cab sides. This livery varies on the Dj class where royal blue is used on the hood side and the Dx class where most of the units retain the original yellow and orange livery, although some do carry the new livery.

Acknowledgements.

This article was compiled from author's notes and various publications including the NSW Railway Digest. Special thanks also to Graham Ball, Phil Curnow, Es Davies, Michael Dix and Allan Brown for assistance. ■



Above. V.R. B82 and B85 in the new tangerine and silver livery and B76 in original blue and gold stand at Spencer Street Station on 13.11.82. Photo Graham Ahearn.

Right. 48105 at American Creek, Unanderra on 23.8.82 illustrates the intermediate colour scheme of the SRA commonly known as the reverse livery. Graham Ball photograph.

Below. X21, fresh from workshops in March 1981, clad in the new Tasmanian Region of Australian National livery. Michael Dix photograph.

Below Right. 48121 in the new State Rail Authority livery at Port Kembla locomotive depot in November 1982. Graham Ball photo.

Bottom Left. By now most readers will be aware of the new AN green and yellow paint scheme used on GM and 930 class diesels. The 930 B end is less publicised so here we see 963 passing 936 at Balaklava on 23/11/82. Single cab 934 is green but its B end is all yellow with a green door. In contrast the GM has green and yellow stripes on the B end. Phil Curnow photo.

Bottom Right. 4201 and GM1 at Eveleigh depot in November 1981. 4201 is painted in the NSW 125 Year Anniversary colours (also applied to 4836) while GM1, in Sydney on tourist duties, is clad in the new Australian National colours. Graham Ball photo.



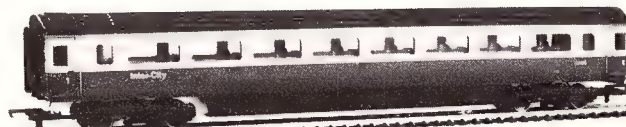


LIMA

Number one in the world of model railways.



205160MG HST 125 Class 253 Power Car



205161 BR MK 111 First Class Open Coach



205163 BR MK 111 Buffet-Restaurant Coach



205164 HST 125 Class 253 Non Powered Trailer

AVAILABLE BUT NOT SHOWN 205162 BR MK 111 TRAILER GUARD SECOND



Inter-City 125 00 Scale

British Rail's 125 mph (200 km/h) passenger train service began on 4th October 1976 when the first "Inter-City 125" trains entered daily service between London and Bristol or South Wales. The second service to be come "High Speed" was that between London and the North-east of England and Scotland via the East coast route in 1978. Further units are now in service between London and the West Country, and between Bristol and Newcastle via Birmingham.

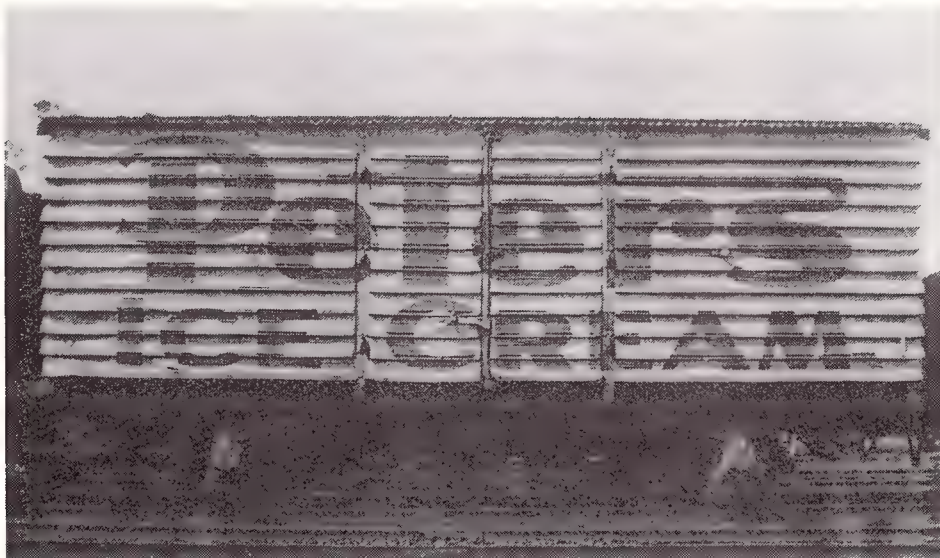
The trains - built by British Rail Engineering Ltd. to high standards of comfort and design - comprise of two power cars, each containing a 2,250 hp diesel engine and seven or eight intermediate coaches, including catering vehicles.

The prototype train holds the world speed record for diesel trains at 143 mph (229 km/h).

Lima's "Inter-City 125" incorporates the latest design Power Cars, a First Class open coach, a new Trailer Guard Second Coach and a modified Buffet-Restaurant Catering Vehicle.

Lima in pursuit of perfection, has faithfully reproduced a model of outstanding quality with detailed driving Cab and Coach interiors, finished in British Rail's latest Inter-City livery. Complete with working headlights in the Power Car, it really is "Reality in Miniature" and is one train you really cannot afford to miss!

AUSTRALIAN AGENTS SOUTHERN MODEL SUPPLIES PANORAMA SOUTH AUST.



Last February (1982) Peters Ice Cream vans featured in the article. This photo of 'U 1016' showing the 1930's paint scheme is included this issue for those who want more information on the Peters vans. Photo from the Phil Dunn collection.

ADVERTISING on 'U' VANS

Phil Jeffery continues the progressive report into the research of the advertising logos as applied to the vans used on the Victorian Railways.



V.R. photo (Adv.5.) illustrates the New Zealand Loan lettering style. The body of the van is

believed to have been dark (royal?) blue and the lettering silver.

In the February 1982 issue we were able to present, in colour, some of the advertising layouts used by Hendersons Springs, Edinburgh Paints, Orlando Wines and Peters Ice Cream. The saga of these vans goes on and since the last article more information has been received.

Frank Jones sent in a photo of 'U 763', which was published in the *Victorian Railways Magazine* in June 1924. The photo shows the van in 'DAHLIA SEPARATORS' lettering, and the caption stated that the van "... is now running ... and is the first of its kind in the state."

John Buckland has unearthed another van 'U 1094' lettered for 'EDISON SPARK PLUGS'.

Peter Vincent who provided many of the mid 1950's wagon details has found the identity of the 'HARDY'S INDIGESTION' van shown in the January/February 1981 issue. The Tintinara accident was on 3.7.62 and as a result of the derailment two U vans were scrapped, 'U 1167' and 'U 1392'. Ron Stewin's photo (in the Jan/Feb '81 issue) shows a van with a wheel handbrake. 'U 1167' had a brake wheel whereas 'U 1392' had a brake lever. This does suggest that 'Hardy's' had two 'U' vans (with advertising logo applied), 'U 1167' and 'U 1416'.

Two unconfirmed reports have been received which indicate that the 'HENDERSON'S MOTOR SPRINGS' lettering was on the other side of 'UB 24', when it carried the script style 'Hendersons'. Can anyone positively confirm or reject these reports?

Sunshine Biscuits.

From our latest information, let us move on to try to establish some time sequences for the lettering schemes, starting with the advertiser who used the greatest number of vans — Sunshine Biscuits.

The vans used by Sunshine were 1067, 1071, 1135, 1209, 1231, 1236, 1238, 1319, 1341,

The photo, below, of 'U 1094' is from the Late A. R. Lyell collection via courtesy of John Buckland. There is little detail known of the livery of the van but the photo was taken in the 1950's.

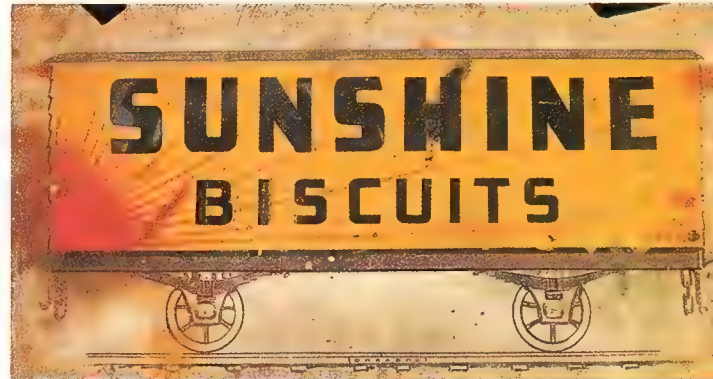




The brilliant colours of Haig's 1970's image is shown by this V.R. photo of U 1156.



'SUNSHINE' smiles version of the Sunshine Biscuits signs, as used in the 1979's. Phil Curnow photographed U 1209 in Albury (25.1.69).



The signwriter's lettering diagram used for the Sunshine Biscuits 'sunburst' style that was used in the 1960s.



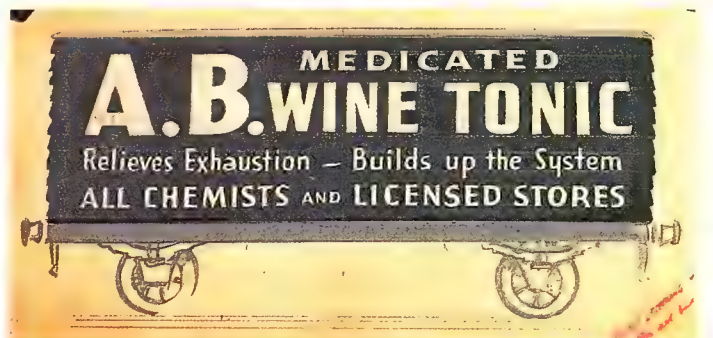
One of the hardest schemes to paint (on a model) is this 'Hutmill' sign. The sign features a cow, a horse, a rooster and a pink pig on a red background. Phil Curnow photographed U 1369 in Benalla (20.5.72).



One of the Arnold Brothers Tonic Wine signs, as detailed by the V.R. lettering guide. The body of the wagon is yellow, the 'Registered' and 'A.B. WINE TONIC' lettering is black and the remainder is red.



This signwriter's lettering diagram illustrates the layout for the Haig scheme in circa 1960.



The other Arnold Brothers Tonic Wine style. The body of the wagon is dark (royal?) blue and the lettering white or silver.

1353 and 1368. Research into how many vans were in 'Sunshine' colours is severely hampered by the fact that the firm was taken over by Arnotts in 1969/70. Sunshine have always been users of the Victorian Railways to transport their biscuits from the factory in Ballarat to Melbourne. In 1925 they used containers — see Non-Iso Containers AMRM May/June 1981.

The two colour schemes presented here cover the period from the 1940's through to approximately 1960 for the 'SUNBURST' and the period 1960 to 1970 for 'SUNSHINE SMILES'. Photographic proof that 'U 1231' carried both these styles is to hand, along with the 1970 photo showing the van in the 'HUTMILL' colour scheme as per the 'U 1369' colour photo.

Other 'Sunshine' vans to carry more than one advertising scheme are 'U 1067', 'U 1236' and 'U 1341'. 1067 also carried the 'NEW ZEALAND LOAN' sign while 1236 and 1341 carried the Arnold Brothers 'A.B. WINE TONIC' sign.

Hutmill Farm Feeds.

It appears that only two 'U' vans were used with the 'HUTMILL' scheme applied, they being 1231 and 1369.

New Zealand Loan.

Three vans were used by New Zealand Loan for advertising purposes, being 'U 638', 'U 1067' and 'U 1217'. The V.R. photo dates from the 1920's, and a date for 'U 1217' being in service with the sign still visible has been established up to at least 17.12.62. Assuming that 'U 1067' was N.Z.L. in the 1920's, based on V.R. photo of 'U 638' at that time, when did it become a 'Sunshine' van?

Vans in the U 1200 plus range do not feature in the early V.R. photos, so was 'U 1217' an additional van or a replacement?

Arnold Brothers Tonic Wine.

Arnold Brothers only had the two vans 'U 1236' and 'U 1341'. Lettering diagrams have been found for the two lettering schemes. Was one scheme put on each van, a different one on each side of the vans or were the two lettering schemes applicable to different eras?

Haig Scotch Whiskey.

Sunshine Biscuits had the greatest number of vans, but it appears that Haig had the greatest number of paint schemes applicable to a single 'U' van, 'U 1156'.

There were two major designs, the 1960's version (illustrated by the lettering diagram) and the 1970's version. This latter version appears to have changed every time the van was painted. It was also one of the latest vans in service with an advertising scheme visible on the side.

It was placed on display at Spencer Street station for the Transport Cavalcade on 31.1.78.

Advertising 1982 Style.

A number of VicRail 'VBBY' wagons have had the 'BLUE CIRCLE CEMENT' logo and a stencil *Warrn Ponds Cement Traffic* applied to them. The signs have been noted on 'VBBY 121' and 'VBBY 133' and maybe more.

When photographing these wagons — remember, BOTH SIDES and note the date and place.

Editors Note.

This essay of OPEN RESEARCH will continue as long as further information is revealed. Readers are encouraged to participate by sending details to the project organiser, Phil Jeffery at P.O. Box 235 Matraville, 2036.

Details need not be restricted to V.R. 'U' vans, and readers with details on other advertising schemes on railway wagons are encouraged to write an article on their findings.



This V.R. photo (Adv.1363.) illustrates two Sunshine vans (U 1231 & U 1238) with the 'sunburst' style sign applied.



This V.R. photo (Adv.1680.) illustrates how there was a variation in the application of the signs to individual vans. Compare this photo to the Phil Curnow's colour shot of U 1209. Note that on U 1236 the 'biscuits' sign is in a slightly different position and 'satisfying!' is not in the same position (in regard to 'deliciously') when compared to that shown on U 1209.



The above V.R. photo (Adv.1702) illustrates the style of the earlier Haig lettering. The body of the van is believed to be brilliant gold (see colour view of U 1156 elsewhere), the HAIG deep red with white 'shadowing' on the leading (letter) side and the remaining lettering black.

REVIEWS

Continued from page 39

ler at correct height. Care will have to be taken when adding the coupler however for the screw holes are blind and as such the screws will have to be shortened. The loco buffer beam simply has the hook. Sprung buffers are fitted all round. All wheels were checked with the NMRA gauge. The second set of drivers and the first set of tender wheels were found to be in-gauge and had to be reset.

A small plate is affixed to the cab side, presumably to represent the NSWGR oval depot plate. The plate on the model is oval shaped but it is clearly embossed on the surface with a 'VR'. Victorian Railways or Victoria Regina? Research suggests that both are incorrect on a Z12 class of this vintage and style.

Given a load test the loco pulled two stock standard Lima mainline cars (240 grams weight) up a 1 in 40 grade — a third car made it slip. The drawbar pull was 8.5 grams.

In summary, it is a model that measures up to standards already set by this manufacturer, and is comparable with most other brass models we have reviewed over the past year or so. It runs nice and smooth, especially double heading with its cousin the Z13 class, and looks great with a short branch line consist.

Allan Brown.

B.H.P. Locomotives, compiled by David Griffiths. Available from Railmac Publication, PO Box 290, Elizabeth. 5112. Price: \$2.90.

This 32, 154mm x 216mm page, card covered booklet covers the numerous locomotives in the Broken Hill Proprietary company fleet. It is very interesting to learn of what and which railway is run by 'The Big Australian'. A warning is also given by the publisher that there were changes in the fleet as the book was being published. As this review went to press BHP were on the verge of taking over a few more companies and no doubt a few more locomotives, not only in Australia.

In essence the book covers locomotives in use at Port Kembla (Australian Iron & Steel), Newcastle, Whyalla, Iron Knob & Barron Tramways, Coffin Bay Tramway (BHP), Comsteel, Blue Circle Cement, Mount Newman (Mt Newman Mining). The various locomotives are described in individual sections where the class is described and detailed with road numbers, livery and some technical details. The text is illustrated with numerous black and white photographs some of which have been poorly reproduced.

The coverage includes steam, diesel and electric locomotives. This book is worth reading for the interest in BHP alone, and there is little doubt that

modellers of industrial railways would benefit from the information supplied.

The author is an engineer with BHP and an acknowledged authority on the subject, which possibly explains why the subject is so widely covered and interesting, if only in brief terms.

Bob Gallagher.

Down at the Station — A tableau of railway stations in Victoria by Mark Fiddian. Price: \$9.95.

A 96, 185mm x 252mm page book that covers the many styles and types of Victorian Railways architecture applied to railway stations. The scene is covered by black and white photographs which detailed with descriptive captions. Some of the photographs are of poor quality but have been produced to illustrate a special feature of a building.

For the modeller seeking some ideas or guidance on a scene or structure to build, this book would be invaluable. The coverage is state wide and includes all types of building materials, timber, brick and blue stone, the latter a special feature of some Victorian Railway structures.

Modellers can only base their models on information available. This book covers an area of railway history that is not often thought of let alone covered in a book. As such it should be an important addition to the V.R. modeller's bookshelf.

Bob Gallagher.



HM 3000 controller by H & M. Available from Southern Models, Panorama. 5041. Price: \$76.40

The HM 3000 is a sophisticated controller designed for use with 12 volt Direct Current (DC) operation on HO, OO and some O scale equipment. The unit is constructed of pre-formed metal and is in the shape of a sloped console. The interior workings are sealed with pop rivets. Attachment to the power supply is via a 2 metre length 240 volt cable and three pin plug. The Review sample was provided with English electrical requirements, but a fused plug can be used for protection.

On the rear of the console is a number of screwed connection points supplying controlled 12 volt DC and uncontrolled 16 volt AC. There is also two terminals for receiving up to 20 volts AC for using the HM 3000 from an external source.

A feature of the HM 3000 is the provision of an HM Relco unit mounted on top of the console. When

in use, connected between the controller and the track, helps to eliminate poor electrical pickup by locomotives. Clean track and a Relco allows the HM 3000 to display its colours. Connection to the track is via fine wire, and for greater flexibility stranded cable should be used.

On the front panel is a number of controls which at first are a little confusing. However a thorough reading of the double sided instruction sheet details the use of each control component. They are, from left to right, variable momentum, auto-power regulation, local power/external power, track power, brake and direction switch. All controls, except the brake have a corresponding indicating light in the form of a light emitting diode (LED). Also supplied on the left hand side is an overload indicator, in the form of a red LED.

For use, the controller has to be connected to the track and the power supply mode is selected by the designated switch. A LED will glow indicating which mode has been selected. The direction required is then selected from a large three position switch. The centre position is OFF. Again LEDs display the direction selected. This switch is very positive in selection.

It is now possible to run a train with the regulator, which is a slide potentiometer. A green LED glows as the regulator is increased and at full brilliance the LED indicates that full power is being supplied. The light will blink if pickup problems are being incurred. In this mode the brake can be used, but it is necessary for the regulator to be left on for the brake to have any effect.

The control of the regulator can only be described as very good. The feel is positive and movement from stop to a slow crawl is very straight forward, as long as the regulator is suitably used. The response by all brands of locomotives was very good, and that included Hornby, Lima, Tenshodo, Athearn, Triang and can-motor powered models. Double, triple and quadruple heading on all brands except Athearn was possible. The heavy current demand of the Athearn models only permitted double heading for the six wheel bogied units.

The variable momentum control provides for the delayed start, coasting, constant running, etc. The momentum is switched on, and a green LED indicates the selection. The level of momentum is selected via a dial in acceptable graduations. The maximum level however provides a faster top speed than the regulator on its own. The use of momentum control provides for control similar to other momentum controllers except that the control is finer. The brake application is gradual over the full range of the control while full application provides for a panic stop.

The auto-power regulator is the aspect that marks the real difference between this controller and others on the market. Selection and setup is straightforward, and indicated with a red LED. When in use this mode provides the power to drive the locomotive at a set speed. The speed will not increase or decrease regardless of the level of the track. Steep grades are a cynch. On the downhill run the loco does not overrun and uphill there is no need to continually increase the regulator to get the loco up the grade.

Repeating the opening remarks, this is a sophisticated controller. Operators will only gain the full benefit from the HM 3000 with experience. As a complete unit, with the HM Relco attached, it must be considered as amongst the ultimate in model railway controllers.

Bob Gallagher.



Having trouble following the recently introduced 4 letter wagon coding system? Well by all accounts so are many real train operators, as can be seen by the above photo. Note the distinctly marked 'LLV' between the F and the 1. It would appear that many S.R.A. of N.S.W. wagons are accordingly marked so that staff know what the old code of a vehicle is, so that they can then prepare the correct cargo weight. Photo by Bob Gallagher. (6.82)

A SUBSCRIPTION to the AUSTRALIAN MODEL RAILWAY Magazine

Can be obtained from SCR Publications, PO Box 235, MATRAVILLE, 2036 for the price of \$13.75 (within Australia) or \$16.50 (Overseas surface mail). The subscription includes 6 issues and a renewal reminder card.

Send monies by cheque or postal notes to the above address, clearly writing name and address. Please note: Subscriptions begin with the next available issue, although monies should be received one month before a due issue.

Subscriptions are for one year only. Receipts are not sent unless an SSAE accompanies order.

AN's CORPORATE IMAGE IN TASMANIA

by Michael Dix

The new corporate identity concept of the Australian National Railways, involving, amongst other things a change of name to "Australian National", the adoption of a green and yellow colour scheme and a new logo, was publicly released in December, 1980. One of the aims of the new image was the integration of the three former separate systems forming ANR into one system under a common identity.

The new colour scheme for rolling stock made its first appearance in March, 1981, on both the Mainland and in Tasmania. After nearly eighteen months since the scheme's introduction, it is interesting to see what effect the changes have had on the Tasmanian Region of Australian National.

Locomotives.

Diesel-electric locomotive X21 was repainted in the new scheme (green/yellow body, yellow bogies, grey roof) and issued to traffic on 26 March, 1981. This was followed by X26 on 21 May, 1981, although the positioning of the locomotive number on the cab front of this unit was different (X21 was subsequently altered to conform). X4 was repainted and released to traffic on 30 September, 1981, but in a slightly different shade of green, and X20 was repainted after overhaul and released to traffic in July, 1982. The bogies and underframes of these two locomotives were painted silver, rather than the yellow and black of the previous repaints.

The only other locomotive to be repainted to date (30 July, 1982) was 865, re-issued to traffic in November, 1981. The underframe of this locomotive was painted silver, but the bogies were not repainted and remain a grimy colour. Three locomotives, 840, 853 and 854, have been transferred to Tasmania painted green and yellow, complete with yellow bogies. X21 lost its yellow bogies late in 1981 and now runs on silver bogies, while the bogie colour of those locomotives retaining yellow bogies rapidly becomes lost in running grime.

Several Y and Z-type locomotives have received major overhauls since March, 1981, but have not received the customary repaint. Two locomotives (Y1 and Y7) received major cab repairs in 1981 following accident damage, but were only partially repainted in the former standard yellow/black colour scheme. The current policy appears to be that Y, Z and ZA locomotives will be repainted green and yellow as they are converted from vacuum-braked to air-braked, providing a simple visual distinction between locomotives fitted with the different braking systems. Of the 56 serviceable mainline locomotives, 40 remain painted yellow/black, eight are green/yellow, five are orange/brown and three are yellow/brown.

Wagons.

No former TGR wagons have been repainted green. A programme of converting FE class log wagons to air-braked has been



830 class locomotives run in three colour schemes, as illustrated here. 867 is yellow with a maroon-brown stripe and roof, 858 is orange with a maroon-brown stripe and roof, while both 854 and 840 are AN green, complete with yellow bogies. Photographed at Conara, 15.12.81.



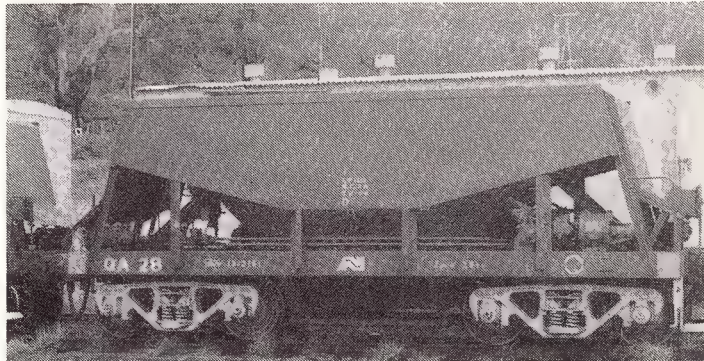
865 was repainted at Launceston and differs from the 830s painted at Islington in that the underframe is painted silver rather than black. The bogies were not repainted. Photographed at Launceston, 15.12.81.



X4 was the third X class loco repainted green. Note that the frame and bogies are silver, rather than black and yellow respectively. Photographed at Devonport, 31.12.81.



Acid tanker ET 2 was repainted in the old black and white acid tank colour scheme, with silver bogies, but received the AN symbols on the tank and frame. Photographed at Derwent Park, 26.6.82.



One of the few wagons to achieve the true corporate image was hopper wagon QA 28. The bogies are yellow and the lettering white. Photographed at Campania, 27.4.82.

underway, but all these wagons have been repainted yellow. Air-braked rolling stock is distinguished from vacuum-braked stock by the painting of the corners of the wagon frame light blue.

Some rolling stock transferred from South Australia and the Northern Territory has been repainted green prior to shipment from Adelaide, while a large number of yellow-painted bogies have also been transferred. However, few green wagons have managed to be matched to yellow bogies. All green-painted CE class open wagons and FQ class container wagons are fitted with silver-painted bogies, while a large number of yellow log wagons have yellow-painted bogies. However, at least one QA class hopper wagon has managed to achieve the true corporate identity, complete with AN logo.

Initially, rolling stock was lettered ANR but this was later shortened to AN, and later replaced by the AN symbol. Some rolling stock transferred from the Central Australia Railway is lettered with CR, ANR or the ANR "in boxes" symbol, while numerous wagons still

exist lettered either TGR or T.Rys. The latest coal hopper wagons built in Islington retain their natural silver colour, but with a large yellow identity/number panel, while a recent acid tank repaint has been in black and white, with a large white AN logo on the tank.

Guards' Vans.

Repainting of wooden-bodied DB class guards' vans has continued to be in red, with yellow/black zebra-striped lookouts. Lettering on the vans was changed from TGR to ANR, and recently AN, but the AN symbol has yet to be used.

Passenger Stock.

Only one "passenger" carriage is owned by AN, inspection motor DP13. This was repainted green and gold, with a silver roof, in March, 1981. Of interest are two former TGR vehicles in use as travelling museum cars by the Launceston-based Queen Victoria Museum. Formerly corridor carriage AAL8 and Tasman Limited van DZ2, these vehicles now sport a light blue/dark blue colour scheme

similar to Emu Bay Railway colours. Two other Tasman Limited vans, DZ1 and DZ3, are now owned by the EBR, but are still painted red and yellow.

Conclusion.

Although eighteen months have passed since the introduction of the AN corporate identity (at time of writing this), there has been only a minimal effect, to date, in Tasmania. There are still four colour schemes in use on mainline locomotives, while wagon colour schemes have probably increased; there are at least nine different colour schemes currently in use in Tasmanian wagons, plus the red-painted guards' vans. The early use of yellow-painted locomotive bogies appears to have been abandoned, at least temporarily, in favour of the more durable silver colour. For the modeller who likes a bit of variety in appearance on a small system, the current day Tasmanian Region makes a good prototype.

All photographs by the author.

AMRM NEWS

Well there it is! Twenty years in print, with only an occasional issue that did not eventuate, and all from groups of enthusiastic model railroaders in their free time. AMRM is not a professional magazine in a money sense, for there are no paid workers, but we do get some satisfaction from our achievements.

There are times when producing a magazine is like playing a game of spin-the-bottle blindfolded — you just do not know what you are going to get. To celebrate our 20 years we have spent many hours planning and preparing special articles for this issue. Despite the best of plans, some articles did not turn up despite promises and some photographs got lost on the way.

As these notes are being prepared we have just finished re-organising the issue due to a problem with the colour photographs. At this exact point in time we are not sure of what quality the issue will be presented in. But despite this we must stand by the finished result. That is the responsibility we accepted when we took on the task of preparing AMRM.

We ask that when you make your evaluation on how badly we have performed, you consider the fact that we do not get paid for our work and the work is accomplished in our spare time. When time runs out, and paid contractors let us down, unfortunately it is often to the detriment of AMRM readers.

Despite these comments, we trust that most of you will be happy with this issue, and obtain some enjoyment from it. If so please write and let us know so that we can share some joy with the authors of the articles who put so much time into preparing them often without any feedback from readers. Feedback is the only way any of us can truly appreciate the requirement of the reader.

Well, here it is, Issue 119, presented 20 years after Tim Moss prepared the first Australasian Model Railroad Magazine. We trust you will enjoy it and maybe do a little towards contributing to the contents. After all it is up to all of us if AMRM is to

continue for another 20 years.

Price Rise.

With this issue the cover price of AMRM has risen to \$2.00. This is higher than the 2/6 (Two shillings and six pence) that the first issue cost back in 1963, but then most items have increased in price since then. Yes a rise from 25c to \$2 in 20 years. The statisticians will no doubt put it all in perspective but in real terms, for the magazine to continue at the current standard and size there had to be an increase simply to cover the basic price increases incurred during 1982.

Convention.

Word is to hand that preparations are well in hand for the Port Phillip Model Railway Convention to be held over the Queen's Birthday weekend (June 11 — 13) in Melbourne. The program will include layout tours, clinics on scratchbuilding locos, rolling stock and buildings, painting of models and backdrops, scenery construction, signalling, layout planning, etc. As with any such meet, involvement is the key word.

To become involved contact the Convention Secretary, 6 Kiers Court, Rosanna East, 3084 before it is too late.

Alice Springs — Darwin Rail Link.

The idea of a north-south transcontinental railway has been an Australian dream for several generations. Discussions between the Commonwealth and Northern Territory governments during 1979 led to a joint study into the feasibility of the proposed Alice Springs — Darwin rail link. Economic factors as well as defense, energy and social considerations were taken into account during the preparation of the study team's report in 1980. On 14 January 1983 the Prime Minister announced completion of the 1440 km railway by 1988, to coincide with the nation's Bicentennial. A brochure explaining the pro-

ject is now available without charge from:

Department of Transport and Construction,
Rail Practices & Projects Section,
P.O. Box 111,
DICKSON A.C.T. 2602.
Attention: Mr. P. Rogers.

Locomotive Register.

Theft is something we all fear. It is even more fearful if we stand to lose a collection of irreplaceable brass engines. There have been many suggestions on how to protect our models, how to obtain insurance coverage, etc. Each of us has our own way of protecting our valuables, for once they have been stolen, the task of recovery is nigh on impossible, for there continues to be many modellers who will stop at nothing to add to their collection, and it is difficult to prove the ownership of a model.

There is a method however where models may be engraved with a serial number and kept on a register for use by crime investigation units if the occasion does occur. The Crime Prevention Bureau of the Victorian Police Force have investigated the system and have requested that AMRM give support and publicity to register.

Specifically, and initially the register is limited to handcrafted brass engines, and modellers wishing to have their models placed on the Register should contact Mr. John Hamilton of the Australian Locomotive Company, PO Box 173, Boronia, 3155 for further details.

New Books.

Listed below is a number of new publications either on the bookshelves or due to be released:- London Midland Main Line Cameraman — A photographic pictorial covering the London Midland scene. 128pp

A History of the LNER. 2. The Age of the Streamliners, 1934-39 — The second volume of the history of the LNER. 112pp.

The Schools 4-4-0s — A study and a tribute to this famous locomotive class. 112pp.

Denver & Rio Grande Western Railroad — 312 pages of this famous narrow gauge railway that is the subject of many layouts.

Your Introduction to S Gauge — by Donald J. Heimburger, covering the scale that is becoming very popular in Australia.

Freight Wagons Of NSW 1982 — by John Beckhaus. A coverage of the freight rolling stock in use in NSW including photographic and detailed coverage.

Australian Railway Photographer — edited by Peter Mackenzie. A regular publication devoted to the Australian railway photographic enthusiast. First copy due 1st May 1983.

N Gauge Survey.

A special thanks to all the N scale modellers who took the time to contribute to the survey. While counting has not been confirmed there is little doubt that the 1:160 scale is the more popular. However it is important to note that some of the letters accompanying the survey submissions raised some interesting points that we feel should be aired for further discussion. This will occur as soon as we can prepare the letters, obtain answers to some of the questions raised and of course have the space available.

Subscribers.

Next issue will be published one week early. If you have received a subscription notice in the last three weeks you renewal note and money will have to be received in the AMRM office by April 22, 1983.

Correspondence.

The main problem we face at AMRM is time. No matter how hard we try there is not enough time for us to accomplish every task to our desired standard. This is primarily bought about by the fact that all work on the magazine, its production and administration is accomplished in the spare time of the staff. (All AMRM workers and regular contributors hold down full time employment.) Unfortunately, when time runs out, the magazine and the output from the AMRM office suffers.

This happened recently when the installation of the micro computer took a lot more time than anticipated. Unfortunately there is a large backup of unanswered mail, which includes some unacknowledged article contributions. We can only apologise for the delay and hope that we may be able to whittle down the backlog in the next few months.

On the volunteer staff side, we can always do with a little more help. If you are interested in helping to produce the premier Australian model railway magazine, write to the Editor now.

Bush Fires.

All Australians would be aware of the devastating bush fires that occurred in South Australia and Victoria in February. As Australians we all felt for the victims, and no doubt showed that feeling in the many appeals that took place after the fires. Regrettably, some model railway hobbyists were included among the victims who lost all their possessions. Among these was Mark Stafford of Railvic Models who not only lost all his personal possessions but also all the tooling and patterns for the VR 'B' class kit.

COMMERCIAL NEWS

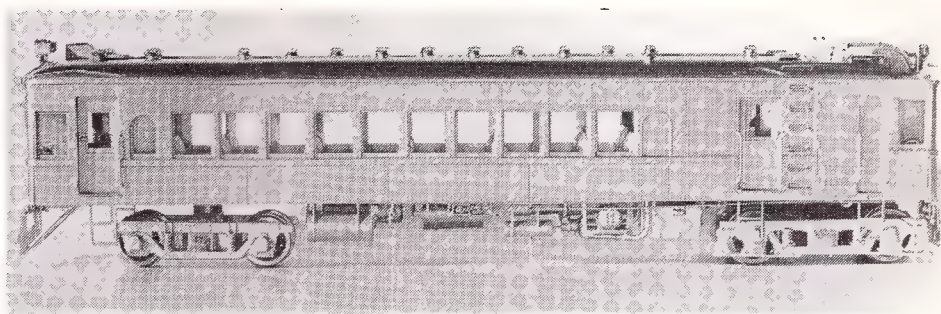
Despite the gloomy outlook of the Australian economy some sections of the hobby continue to grow. Unfortunately this boom in trade is not spread all over all sections of the hobby.

Toy Fair.

As this issue went to press the 1983 Sydney Toy Fair was being held at the Showgrounds. While a more detailed report will be presented in the next issue there are a few tit-bits that may be of interest.

Lima had on show models of the VR 'GY' open wagon and the 'XPT'. The GY was painted yellow with a green tarpaulin, and is due for release in September 1983. The XPT model was a repainted 4mm scale model of the B.R. HST 125 Intercity Express. Despite the prototype differences, the set was impressive. It is due for release later in 1983.

Hornby had on display the B.R. Class 58 diesel and the new three car DMU set, plus the old Caldonian Single repainted in LMS livery to be presented in a boxed set similar to the Rocket set. Also on display was another model of the XPT which was also a repaint of a B.R. 4mm scale model. Hornby proposes to release the model if there is sufficient demand. This is also an impressive unit despite the prototype differences.



Advance production model of the Vicrail 'DERM' being built by Don Jin for McBees Hobby Centre.

Arrivals.

The Trax Z12 arrived in the shops in early January 1983.

As this issue went to press McBees Hobby Centre took delivery of the first 'Derm' railcar, an advance production sample.

AR Kit Co have advised that they have added decals to the BCH coal hopper kit. The BWH, wheat hopper kit is now due in mid 1983.

Casula Hobbies have added a range of quality wheelsets to their shelves. Specially made for Casula Hobbies, the brass RP25 wheels are mounted on axles that represent the profile of prototype wagon axles. Three axle lengths will be available, along with brass bearings that are smaller in size than others on the market. The wheels are being sold in packs of two axles or in bulk.

Rail Tees have advised two new designs on T shirts, the Vicrail 'C' class diesel and the S.A.R. 520 class steamer.

AM Models have produced a sheet of steam locomotive cab numbers. Produced from etched brass these have the characteristic shape of the NSWGR numbers and will be available from hobby shops.

Fyben Models advise of arrivals of Graham Farrish Castle class steamers and Class 20 diesels in stock. They also advise of a new product (for them) corrugated iron sheet, in HO scale. The 6" x 3" sheets are supplied in packs of 4, and is available in either copper or aluminium.

Casula Hobbies advise that the 80 class diesel has been shipped from Korea and could be on the shelves before this issue is out.

Data Sheets have released two new sheets. Realistically they are re-drawn sheets and cover the NSWGR C36 class. One sheet details the 4-6-0 loco as built with the round top boiler while the second sheet details the Belpaire boiler version.

F & G Models have released a few more detail castings including:- water taps, boom gates, rail stacker, train order set, log holder, wheel barrow with load, mounted fuel tanks and trolley jacks.

Broad Gauge Bodies have delivered stocks of the Vicrail CSX coil steel wagons and VLX (with VSX doors) to the shops in January.

Expected Arrivals.

The 'J' class from ALCO has been shipped from Korea is due in Australia shortly.

Mansfield Hobbies expect to have the assembly instructions for their 42 class dress-up kit available in the immediate future.

Bergs D53 is expected now and should be here in a few weeks.

Broad Gauge Bodies have advised that a kit of the SAR/ANR Of, four wheel wagon with cast mallee root load will be in the shops shortly, along with a kit of a Vicrail VOEX open wagon with a slab steel load. The Comrail/ANR VFX box car will be the subject of their next kit.

Advise from Berg's Hobbies indicates that the 600/700 railcar set from the Model Company is on the expected anytime list, while their next metal locomotive kit, a SRA of NSW 422 class diesel, should arrive before these notes are being read. The C36 class from Samhongsas is due in April and indications suggest that it will be on time.

Mansfield Hobbies advise that their model of the NSWGR D50 should be on hand mid year.

The A² locomotive from Broad Gauge Models is expected in May, and the 'U' van styrene kit is also expected in the immediate future.

Berg's Hobbies have received further shipments of their brass bogies, this time from Samhongsas of Korea. The bogies now include brake shoes. In stock at present is the 2AN and 2AA style.

Future Arrivals.

Berg's Hobbies advise that their next injection

moulded kit, the NSWGR 'LV' louvre van, is expected soon. They also advise that the D55 is due mid year and that they plan another run of the popular CPH railmotor and trailer. Advance plans for Berg's Hobbies include the Z24, Z25 and Z26 class locomotives, a goods shed kit, a MLV louvre van kit and passenger brake vans.

The Z24, Z25 and Z26 locomotives will be ready to run brass from Samhongsas, and planned for 1984. The goods shed will be a quality injection moulded kit and is based on the Wyong, N.S.W. goods shed. Also a quality injection moulded kit, the MLV will be the aluminium style, recently covered in detail by AMRM. The passenger brake vans will be the MHO and VHO and will be presented in brass, ready to run. While actual release dates have not been advised, there is some possibility that some may arrive in 1983.

Mansfield Hobbies advise that their production schedule for brass engines will be the 40 class (Oct '83), 17 class (early 1984) and the 421 class.

Mansfield Hobbies also advise that while there was some response to the 'O' scale C38 advert, there is not sufficient interest at present to make the project a viable proposition. So if you want an O scale C38, contact Mansfield Hobbies now.

Casula Hobbies, a relative newcomer to the imported brass market, advise that their next model will be the C32 class, but a different style to that produced previously by Berg's Hobbies. Casula also has on it list the 42 class, 27 class and 81 class locomotives, all of NSWGR outline.

Trax Model Products have advised their future plans for brass locomotives which includes the Z20, now being produced, a repeat of the Z12 with either a six wheel or Baldwin bogie tender (bogie tenders will be available separately) and the C34 class.

A newcomer to the brass model market is Impact Sales, the first model nominated is the NSWGR D57 class.

McBees Hobby Centre will be following their 'Z' van with a model of the 'C' van, as used on Vicrail passenger trains. Other projected models include the 'C' class diesel.

Broad Gauge Models plan to produce an 'X' class 2-8-2 model later in 1983. Other projects include a 'T' van styrene kit and a 'W' series passenger car kit. Released date has not been advised.

The Australian Locomotive Company have advised that they are planning a model of the 'T' class diesel in late 1983. Future projects include the 'H' class, the 'Na' class and the 'G' class garratt.

Other News.

It is disappointing to note that T.C.Rail Models will be ceasing production of the range of epoxy kits in the immediate future. The reason is basic — there is insufficient demand for the products to maintain production on a full time basis. There is however a chance that there will be some production on a limited basis. As this range of kits are based on the patterns build under the Workshop 5 Models brand by the late Doug Bocking, the demise of T.C.Rail Models is most regrettable.

McBees Hobby Centre have also advised that they are scaling down their present method of operations. Basically the stock held in the shop at present will be trimmed down to supply the basic scratchbuilders/modellers needs and the shop only opened on Friday afternoons/nights and Saturdays. McBees will continue the mail order service to Walther via the computer link whereby a three to four week turnaround is possible, and concentrate other activities to importing/producing models for the Australian market. McBees will still continue their magazine service, where many hard to obtain overseas and Australian magazines are stocked, as well as continuing the distribution of Detail Associates products via Tyren Distributors, their wholesale

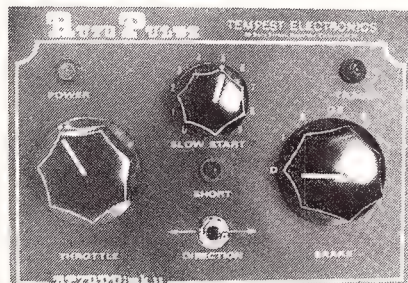
Continued on page 62.

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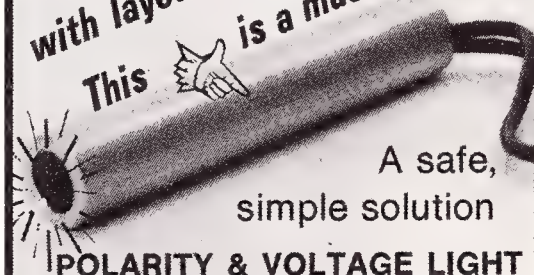
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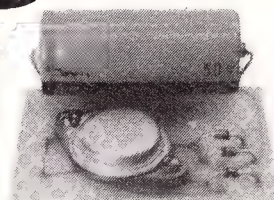
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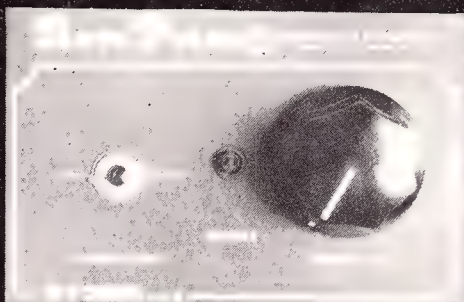
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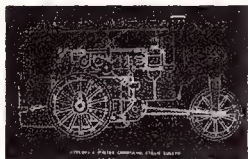
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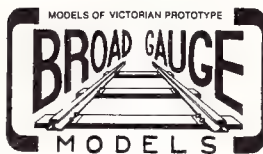
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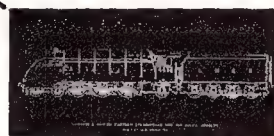
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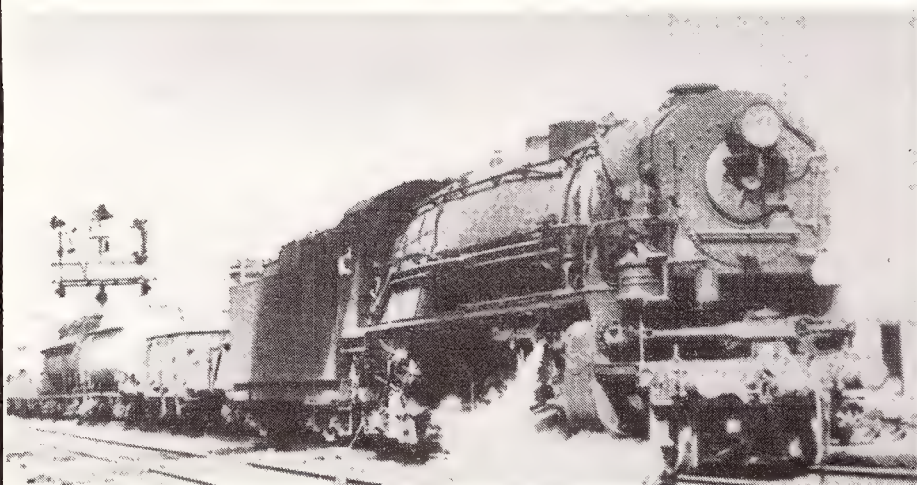
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NSWGR D57 CLASS



A new importer, Impact Sales, situated in Cootamundra N.S.W., is anticipating having built a limited run of the N.S.W.G.R. D57 class Loco, in H.O. scale (see prototype photo).

The parent company Woodtoys Pty. Ltd. is presently engaged in the manufacture of toys and is seeking an area to diversify its interests.

The model will be built by Samhongsu or Dongjin and will feature full cab detail, can motor, and a pre-blackened frame.

This Loco will be sold on a first come, first served basis, and only 100 will be produced.

A deposit of \$10 will be required, and all deposits will be acknowledged and kept in trust with the ANZ Bank, Cootamundra.

Interested modellers and collectors contact the above importer at P.O. Box 318, Cootamundra., 2590.

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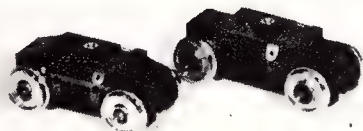
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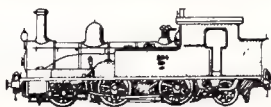
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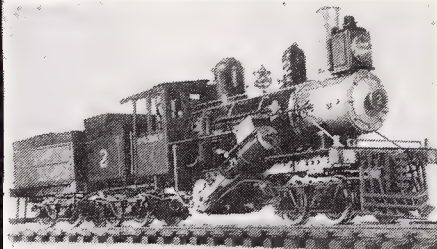
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NSW 422 class diesel —	\$13.95	ea \$11.95
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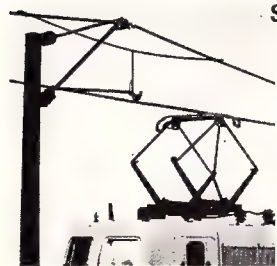


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THE "A²"

Victoria's Premier main line passenger Locomotive. This powerful 4-6-0 locomotive will be handcrafted in brass by Samhonsa of Korea in H.O. Scale.



A² Prototype Photograph courtesy VicRail.

Built by the V.R. Newport Workshops between 1907 and 1915 and all fitted with Stephenson's Link motion, this class became the backbone of the broad gauge locomotive fleet.

A further 60 engines were built from 1915 — 1922 as coal burners with more modern design features including Walschearts valve gear, but after the 1939-45 war, the majority were converted to burn oil.

This accurate model will feature a can motor with idler gearbox, stainless steel wheels and complete cab and backhead detail. Fully working **Walschearts** valve gear and many detailed brass castings will enhance this locomotive to the same high standard as our K and D⁹ Class Locos already produced by this manufacturer.

A reduced price of \$385 (subject to tariff variation) is offered for models fully paid for by **30th April 1983**, after then the price will be \$410.00. A number of models will be available **factory painted** for an additional \$35. Quantities are strictly limited so secure your order with a **\$75.00 deposit**. Contact your present supplier or the Importer.

Delivery expected **May 1983**.

The V.R. 'U' Van — This **new** injection moulded polystyrene kit will be available at your hobby shop soon. Kit will include wheels and underfloor detail similar to our GY open wagon. (See colour article in AMRM Issue 112, Feb.82 for a comprehensive article describing advertising on 'U' vans).

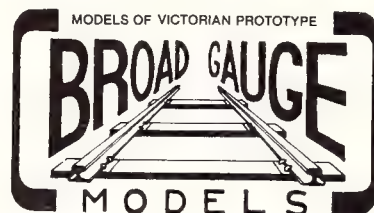
Other Models planned for 1983:

Locomotives — The Victorian Railways 'X' Class 2-8-2 heavy main line freight locomotive is expected from Samhonsa late in the year.

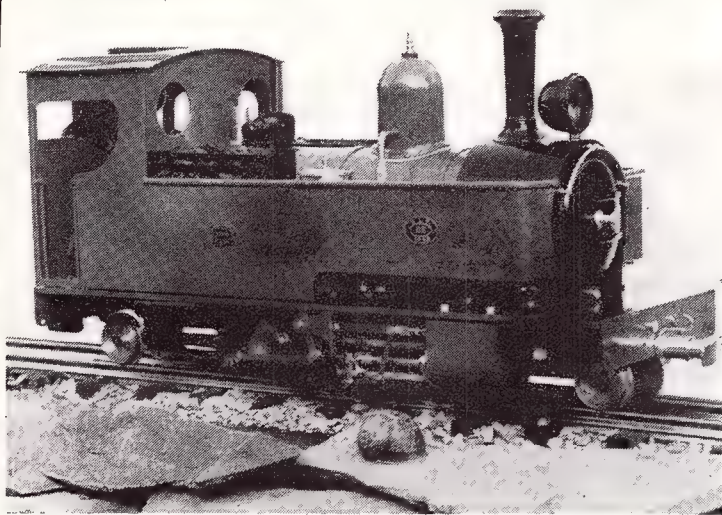
Injection Moulded Styrene Kits — The V.R. wooden sided 'T' van will be produced after the 'U' van, followed by a V.R. country passenger car to complement the A² locomotive. This will be the **'W' series** and an easy conversion kit will be made available for an 'E' car. It is intended to import detailed brass bogies including spoked wheels to be included with these kits.

Lineside Structure Kits — A typical country cottage will be introduced during the year constructed of epoxy castings and stripwood etc. as our V.R. Station and Goods Shed kits which are still available.

BROAD GAUGE MODELS
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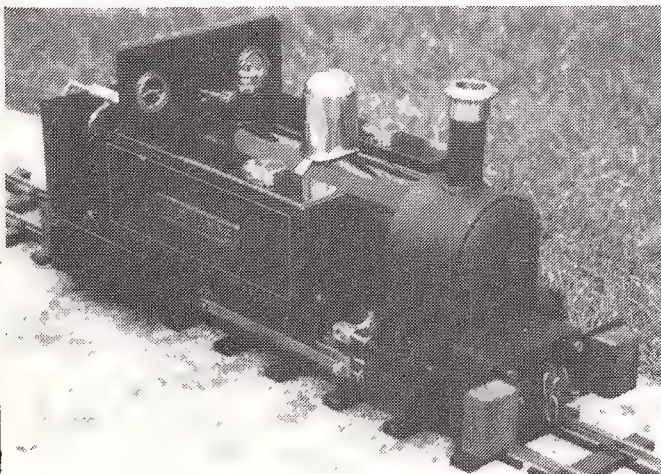


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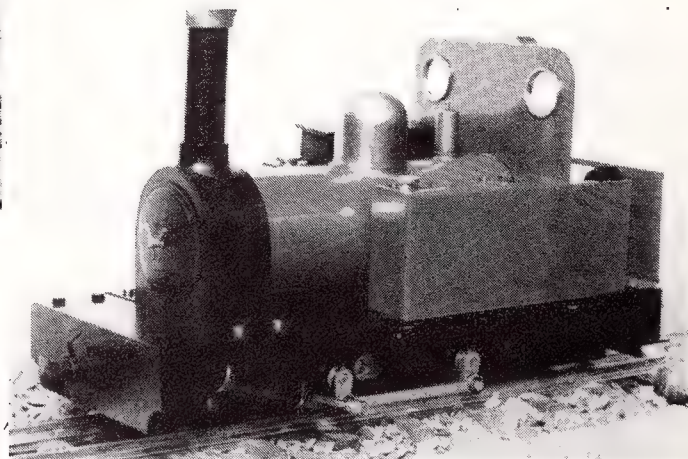
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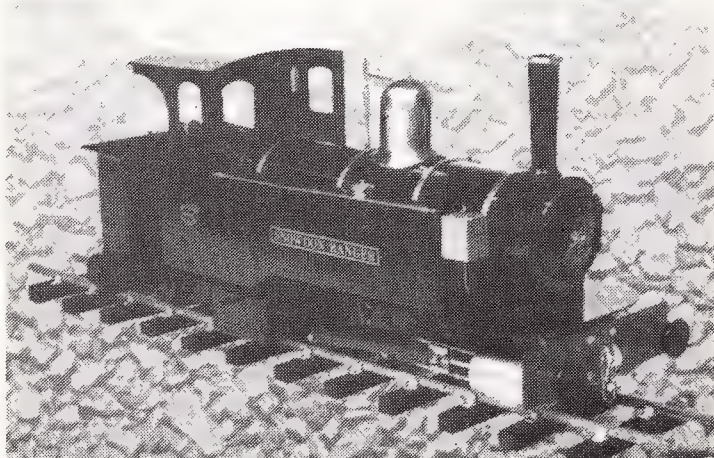
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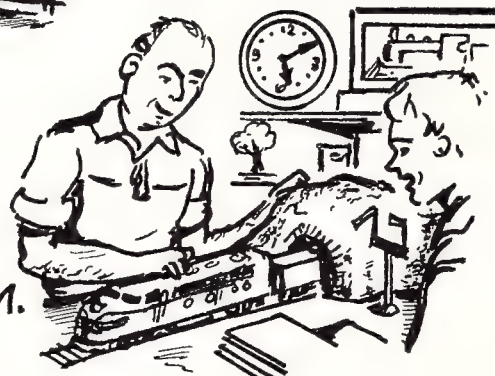
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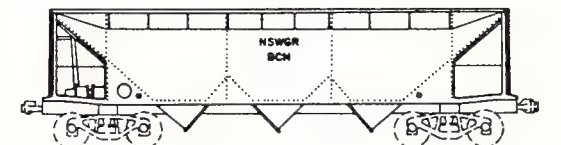


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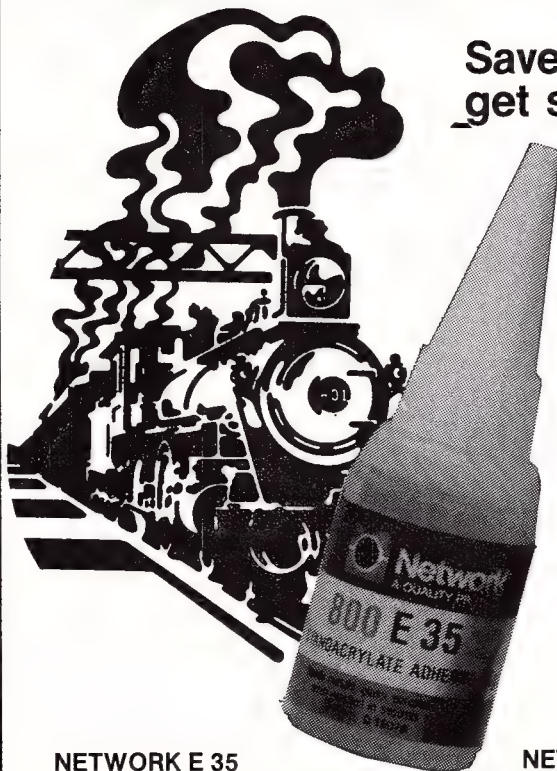
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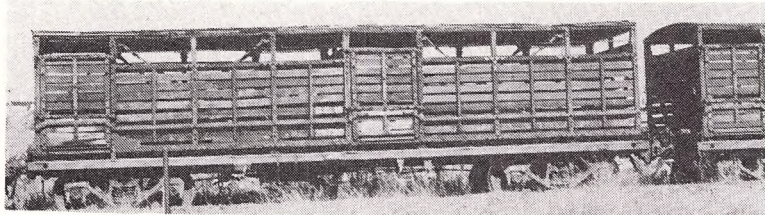
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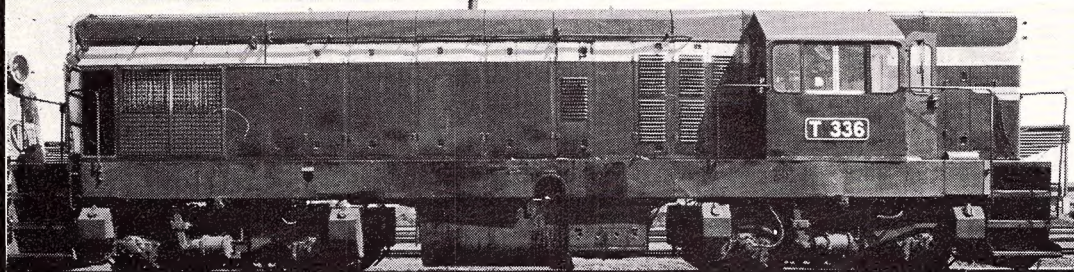
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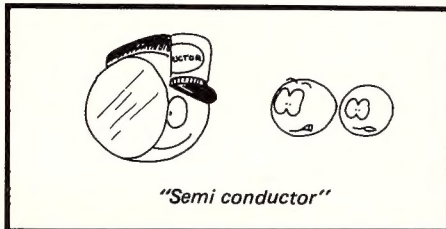
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AMRM NEWS

Continued from page 49.

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This change in direction by McBees has been bought about primarily by the time consuming task of keeping a shop and mail order business going while still being committed to full time employment (a problem we are well aware of - Editor). There is no doubt that McBees, as a shop will be missed, especially by scratchbuilders. It was one of the only shops in Australia where it was possible to obtain detail items that were only entries in a catalogue. Unfortunately the low financial return and the slow turnover from these products does not encourage shops to hold stocks for off the shelf selection.

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MAGAZINES Railway Modeller. Eng 60's. Model Railroader. AM 60's, 70's. Model Railway Aust 60's, 70's, 80's. ARHS Digest 60's, 70's, 80's. Electronics Aust. 50's, 60's, 70's, 80's and others from 20c ea. D.Wilkinson, 11 Queensbury Rd., Padstow. (02) 772 1675.

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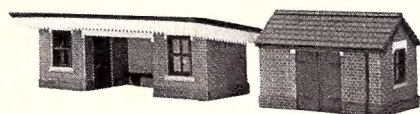
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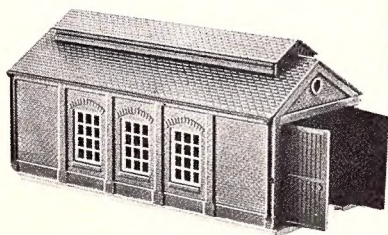
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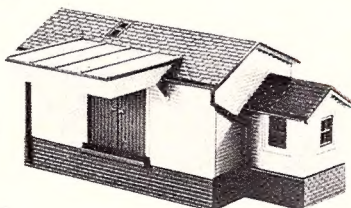


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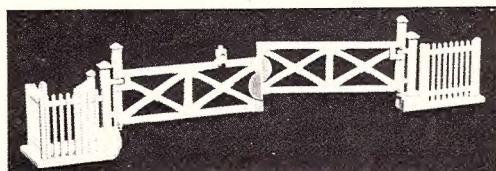
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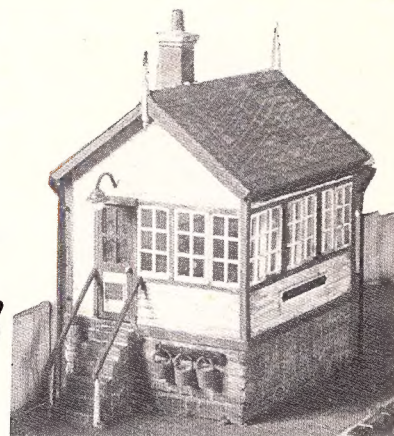
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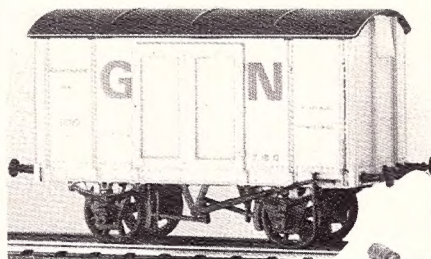
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